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ON MR. ALLEN'S TORCH CLUB TALK

POEMS, LOGIC AND SOME FUN

By Clement W. Fairweather, F.A.I.A.

(and don't stop before the end—you will strike gold—Ed.)

We were seriously perturbed, if not actually provoked, by some elements of the talk given by Roger Allen "before the Torch Club" (could slap him), as reported in the June 13 issue of the **Weekly Bulletin**. In the opening sentence Mr. Allen stated that he had been fasting because his cocker spaniel had eaten one of his ration books. What a picture that conjures up in one's mind! Poor little spaniel, gentlest of breeds; what could have driven him to the expediency of eating a ration book? What pangs of hunger

could be so great as to make such a book palatable? What predicament so extreme as to cause such an act? One can dismiss the thought that the dog, angered by the sight of the Allen family eating heartily, itself unfed, had swallowed the book from motives of revenge, for that is not spaniel nature. We do know of an authentic case where a cocker spaniel swallowed a golf ball; but that was for love of its family, which was distressed because the "master" had reached the stage where he was practically never home. Since Mr. Allen made no further mention of the dog



Fairweather

where a cocker spaniel swallowed a golf ball; but that was for love of its family, which was distressed because the "master" had reached the stage where he was practically never home. Since Mr. Allen made no further mention of the dog

throughout the rest of his talk, we cannot help having an uneasy feeling about its fate. Did Mr. Allen apply emetics or did he apply his boot to the dog? In the same sentence Mr. Allen stated that he had been praying. We have never been a very good man, but perhaps we have been a better man than some people have given us credit for; and knowing that Mr. Allen, while generally humane, is subject to fits of ungovernable rage; we will take time out at this moment to breathe a prayer for the repose of the soul of his dear little cocker spaniel—just in case, and no harm done if not needed.

We dislike Mr. Allen's boastful assertion in the third sentence of his Torch talk that his Encyclopaedia Britannica is now nearly paid for. At a time when many architects are in distress, ostenta-

tious statements by the more fortunate members of the profession are not likely to promote that unification on which our hearts are set, but we will accept his definition as to what constitutes the fine arts without dispute, because our own copy has been "taken back."

The section of Mr. Allen's talk which deals with poetry was provocative and the reference to Mrs. Julia Howe, "The Sweet Singer of Michigan", whom Mark Twain held was the worst poet the world had ever produced, aroused memories and caused us to look up a poem which we read in one of his books when we were in our early teens, and which we considered at that time to be the world's worst poem. It turned out not to be by Mrs. Howe and, for its

See **FAIRWEATHER**—Page 4

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WHAT ABOUT RUSSIA?

Albert Kahn Played No Small Part

Asserting that the Russians are hard headed realists Malcolm W. Bingay in his "Good Morning" column in the Detroit Free Press, June 21, 1944, points out that the United States has goods that Russia wants and can pay for.

Russia's enthusiastic reception of Eric Johnston, president of the United States Chamber of Commerce, involved no ideologies, and the same goes for Messrs. Harriman, Stettinius and Willkie, he writes:

"Away back in 1925 Amtorg, Russian Trade Corporation in New York, was pleading with American business to sell Russia goods—with gold on the line. But they were dirty, filthy reds and probably not a good trade risk" Mr. Bingay states.

"Then in 1928 Albert Kahn, Detroit architect, took a commission from the Soviet Government to build factories. Henry Ford announced that he was giving to the Russians, free for nothing, all his patterns, and designs and, furthermore, would send his engineers over there to teach them mass production. As a result—later—Ford got about three hundred million dollars worth of orders and business snapped out of its coma."

On July 16, 1942, Mr. Bingay wrote in his column:

Hitler proclaimed himself the enemy of Communists and the democracies were content. Let them fight it out unto the death and all would be well with us.

But not all Americans thought down the line of that blind alley which has led us into the present impasse. In fact, two of Detroit's most famous citizens had different views. I sat at dinner the other evening with one of them and he told me the story. The speaker was Albert Kahn, America's most distinguished architect.

* * *

This quiet, modest gentleman had been commissioned by the Soviet Government in 1929 to plan their great factories, the products of which—behind the Ural Mountains—are now holding the Nazis at bay. I remember what he said when he came back from Moscow in 1932, just ten years ago. He said then: "There is little communism in Russia today and no one can tell what Sovietism will stand for ten years from now."

The ten years being up, I reminded him of that remark and asked him if he suspected then what might happen. The thing that had fascinated him was the spirit of the people, their evangelical zeal for a cause. "My brother Moritz and I suspected something," he said, "because of their insistence upon heavier foundations than were needed. They merely smiled when we suggested lighter construction and said we did not understand their 'weather.' We agreed then that they were planning armament buildings. They were kind and

considerate but revealed nothing of their purposes.

"I was frankly fearful of their success despite their tremendous enthusiasm and their willingness to sacrifice. We found the Russian engineer to be an excellent technician, mathematician, scientist and laboratory man. But he lacked the 'know-how.'"

Now, it was a daring thing for Albert Kahn to accept that commission to Russia in the face of American public opinion, for very few Americans wanted their names associated with those "awful people." But he immediately got moral support from a wholly unexpected source.

The day it was announced that he had signed his contract his largest customer in the designing of factories, Henry Ford, called him on the phone and asked him to see him before he sailed.

"Mr. Ford," said Mr. Kahn, "was just leaving with his wife for a trip to the Virginia colonial settlement at Williamsburg. 'I hear,' he said, 'that you have agreed to build factories for the Russia Government. I am very glad of it. I have been thinking that these people should be helped.'"

"I could hardly believe my ears, but Mr. Ford continued: 'I think the stabilization of Russia through industry is the hope of the world. The more industry we can create, the more men and women, the world over, can be made self sufficient—the more everybody will benefit. The Russian people have a right to their destiny and they can only find it through work. We are willing out here to help them all we can.'"

"So you can tell them for me that anything we have is theirs for the asking—free. They can have our designs, our work methods, our steel specifications—anything. We will send them our engineers to teach them and they can send their men into our plants to learn."

"I gave that story to a Free Press reporter that afternoon and it appeared in our evening edition. The Russian Commission called me from New York. They wanted to know if it were true. I assured them it was. They came to Dearborn and finished their negotiations. That broke the ice. They have been building ever since—have learned by their mistakes. If they are able to beat back the Nazis now one of the

reasons will be because Mr. Ford played no small part in helping them.

* * *

And Albert Kahn played no small part either.

O. H. & L. ARCHITECTS FOR SCHOOL

O'Dell, Hewlett & Luckenbach, Detroit architectural firm, has been appointed architect for the Michigan School for the Deaf at Flint, Michigan.

The firm is now preparing Preliminary Drawing for a new dormitory, a new school, and a new power plant for the school. These new buildings, and rather extensive alterations to existing buildings, call for a new site plan, roads, utilities, etc. The first unit to be completed will be the school, for which working drawings are in preparation. The completed project will cost approximately one million dollars.

BALCH NAMED PRESIDENT E. S. D.

Elwyn C. Balch, chief engineer for Michigan Bell Telephone Co., is the newly-elected president of the Engineering Society of Detroit. Harold S. Ellington and Harry T. Woolson will be vice presidents, James M. Crawford, secretary, and George R. Thompson, treasurer. Other directors are T. A. Boyd, retiring president, Walter I. Knapp, assistant treasurer C. J. Freund, and A. N. Goddard.

Balch has been a Michigan Bell employee since 1925 and chief engineer since 1934; formerly he was an assistant engineer for the American Telephone & Telegraph Co. and dial maintenance engineer for the New York Telephone Co. A native of Kalamazoo, he is a graduate of the University of Michigan.

A GOLDSMITH FASHIONS VERSE

It's nice of you to say,

"Come again another day,"

But humor can't be writ to order;

It fails when only on the border.

And you are right with your emphatic,

Tersely—put epigrammatic,

"There's no accounting for reaction

Of the public's satisfaction"

With what the writer thinks is humor.

The writer only gets the rumor:

"It's 'stupid', 'witty', 'dull', or

'funny.'"

You "takes your choice and pays your money."

But if some funny thought should spring

Forth from that very doubtful thing

I call my brain, I'll jot it down;

And maybe I will "go to town."

Goldy (Goldwin Goldsmith)

FAIRWEATHER

(Continued from Page 1)

nostalgic interest for some and its new delight for others, we will quote it in full, admitting that time has mellowed our judgment and that the significance of the caps in the last line presumably escaped us when we were a boy.

HE DONE HIS LEVEL BEST

*Was he a minning in the flat—
He done it with a zest;
Was he a leading of the choir
He done his level best.*

*If he'd a reg'lar task to do,
He never took no rest;
Or if 'twas off-and-on the same
He done his level best.*

*If he was preachin' on his beat,
He'd tramp from East to West
And North and South—in cold and heat
He done his level best.*

*He'd yank a sinner outen (Hades)
And land him with the blest
Then snatch a prayer'n waltz in again,
And do his level best.*

*He'd cuss and sing and howl and pray,
And dance and drink and jest,
And lie and steal—all one to him—
He done his level best.*

*What'er this man was sot to do,
He done it with a zest!
No matter what his contract was
HE'D DO HIS LEVEL BEST.*

Here I* have taken a slight liberty with the original MT. "Hades" does not make such good meter as the other word of one syllable, but it sounds better.

Mr. Allen does not quote enough of the poem written by the private in New Guinea to enable us to know if it could qualify as the world's worst poem or not, but the "never ever think of die" line should get it serious consideration. We remember reading some verses once which we feel could enter a world's worst poem contest with quiet confidence, but, unfortunately, we can only remember the following lines:

*And as one was a lady
And the other was her master, he
Invited them to come and see
His stock of haberdashery.*

That ought to make Mr. Allen shudder alright, if by any chance he reads this article and has not been shocked into insensibility by the lines before; and our hope is that some reader may supply the missing verses. If the poem wins the prize we will expect the contributor to kick back to us. We hope that Mr. Allen, in a future article will

* Mark Twain.

quote some of the poems written by the "Sweet Singer of Michigan." While the members of the Michigan Society of Architects are doubtless familiar with them and everything else that reflects the cultural background of their great state, its *Bulletin* has a wide circle of admiring readers in other states who would doubtless enjoy them.

We pause now for station announcement. As Mr. Allen's public knows, behind his fun there is always a serious purpose, and at this point in this article we announce that we are going to turn serious ourself; realizing full well that those of our readers who have not thought the preceding paragraphs funny, which is probably all of them, will, if they steel themselves and persevere to the end have a chance to say, "Well, when Fairweather turns serious, then he is funny." When we came to America from England thirty seven years ago, a poor emigrant boy, but filled with eager curiosity and an indomitable will to succeed, we were amazed at the high quality of the architectural magazines and their superiority over the British magazines. The British mags would give their readers a perspective or two, usually by C. W. English or Raffles Davidson or Davison, we forget which and never could spell anyway, but their plan information was usually sketchy; the architects of that day being seemingly reticent lest their competitors profit. The American magazines made our eyes bulge; with full working drawings and all sorts of data needed by the student. The Brickbuilder, The American Architect, Architectural Record of by-gone days remain fragrant in our memory. Some of the American architectural magazines of today seem to have lost their sense of cultural values and to be bent on attaining the high artistic and poetic format of an Engineering News-Record and the scintillating dialogue of a Dodge report. We suspect that they are catering for others than architects, but if we are wrong, and the profession does want the sort of rubbish which it has been getting with some good work both traditional and modern thrown in occasionally; then there are too many men in the architectural profession who place material ends before cultural ends, in our opinion. Meantime, poor old England, kicked out of France four years ago and now haply back; her mind, for the moment, more on air raid shelters and slit trenches than on art, has preserved her sense of the true function of the architect and is publishing today *The Architectural Review*, a magazine of high Cultural Content and background, devoted at once to ancient and modern art.

The American Institute of Architects is trying, through its new Journal, to come to the rescue of the profession but the attempt is a rather pitiful one; since the Institute, of course, cannot finance a real magazine without becoming all-out commercial with scads of ad's; and that is not the function of the Institute, which, after all, is a professional Society, not a publisher.

For the purpose of emphasizing it, we will conclude this article by quoting a paragraph from Mr. Allen's talk which is thoroughly pertinent in our opinion.

"Architectural journals are purchased by architects primarily for the purpose of looking at the pictures contained therein; the photographs, that is, of new buildings of every type. During wartime there are few new buildings built, and consequently few photographs of new buildings available. This leaves the editor of an architectural journal with a lot of space to fill, and he hastens to fill it with his own reflections and conclusions. These reflections and conclusions would be valuable to the reader only if the editor was as bright as or brighter than the reader, but in the case of architectural journals this is not always the Case."

CHICAGO CONFERENCE REPORT BEING DISTRIBUTED

Orders for the complete report of the Proceedings of the National Conference on Postwar Housing are now being filled at NCH Headquarters. The price is \$1.75 per copy. (Discount available on orders of more than 100 copies.) The report is in book size, nicely printed and bound, and contains all addresses and discussions on the program of the recent Chicago Conference. Orders will be given immediate attention as long as the supply lasts. Send orders with checks to National Committee on Housing, Inc., 512 Fifth Avenue, New York 18, N. Y.

Dear Mr. Roger Allen,

Two of your readers want to make a suggestion.

In a recent article of the Weekly Bulletin, you refer to the "Encyclopedia Britannica." It seems to us that if we still didn't know how to spell "Encyclopaedia Britannica" after making 23 payments, we would switch to a dictionary, as we all can spell "Webster."

Anony Mous

AND The National Selected Morticians, Inc., asks Allen's permission to reprint his talk in its Bulletin, to which Roger says, "I trust this proves what grave treatment I gave the subject."

ARCHITECTS PLAN POST WAR FACTORIES

New factories that will go into production when the war is over are already taking shape on the drawing boards of industrial engineers and architects.

Despite the record volume of industrial construction during the war, the men who design and build factories maintain there will be a shortage of the right kind of these facilities when peace returns, writes John A. McWethy, in the Wall Street Journal of June 17.

Louis Kahn, president of Albert Kahn Associated Architects & Engineers, Inc., which has designed and supervised construction of some of the largest industrial plants in the world, expects factory building immediately after the war to top the best previous peacetime levels reached in the late twenties, the article states. Mr. Kahn says he thinks this boom will let go right after the war.

Here are a few samples of industrial and commercial buildings being designed now for post-war construction, as listed by the Journal: A copra processing factory to be built in the Philippines, several sugar alcohol plants for construction in the Orient, a new, modern railroad terminal, municipal airports that will cost up to \$100 million, and other plants for the paint and automobile industries.

TEN-YEAR BUILDING PROGRAM

Albert Kahn, Inc., is working out a ten-year building program now for one large industrial concern, Smith, Hinchman & Grylls, Inc., has designed an improvement program for a large department store that will involve an expenditure of around a million dollars. J. Gordon Turnbull, Inc., engineers, is designing several new post-war plants for rubber companies which will make entirely new products and use materials discovered in research during the past few years. These plants, now in the drafting board stage, will be in addition to new factories now under construction for boosting tire-making capacity.

Still another indication of what is in prospect is provided by General Motors Corp., which has announced plans for constructing ten new plants after the war.

Industrial architects and engineers have more work than they can keep up with getting plans ready for post-war plants. Companies that get their plans ready now will not only have the jump on competitors after the war, these firms like to emphasize, but will get their engineering work done in a leisurely way. When designing is rushed, frequently many features that might have been incorporated had there been time to "sleep" on the plans are overlooked.

The "factory of the future" will be a much better place in which to work. Designers and many leading industrialists, including the president of one of the country's largest automobile manufacturing companies, agree that this will be one of the most important trends in new plants. Better working environment will not only help attract a higher class of labor but will "return every

nickel spent, with interest," through greater efficiency, according to Hiram L. Walton president of Smith, Hinchman & Grylls, one of the biggest architectural and engineering firms in the country.

The Kahn firm has built underground passageways at such big war factories as the Dodge plant in Chicago to protect workers during bad weather after they park their cars, and Mr. Kahn thinks this idea will be used to help solve the parking problem at many new post-war plants. Basement parking may be used at plants in congested areas despite the higher cost of this arrangement.

Better restaurants, health and first aid facilities and new types of heating equipment will also be incorporated in new plants with a view to improving surroundings.

FACTORY GADGETS

HAVE A PLACE

Gadgets have a place in factories as they do in automobiles and homes. Moving picture facilities, for example, will be built into some new plants; they will be used to teach workers and salesmen, taking advantage of new, unusual training techniques developed by the Army. Built-in public address systems for music and announcements which have been employed to advantage in war plants will probably be used more extensively in new factories.

The new plants will be built with more of an eye to public relations. Smith, Hinchman & Grylls, for example, has just designed four plants for a distilling firm with special provisions for visitors. These factories have galleries laid out so that the entire process can be readily shown to customers, workers' families and friends and other interested parties. One new plant, now in the planning stage, will have a specially built section for an industrial museum, for acquainting new employees and the public with the firm's history. Architects are also paying more attention to the outside appearance of new plants so they'll be an attractive addition to a community.

The airplane may play a real role in

the new plants. In one plant designed by Smith, Hinchman & Grylls for post-war construction in the Detroit area there is provision for a helicopter landing on the roof. The use of precast concrete has also opened up long-term opportunities for this material. Smith, Hinchman & Grylls is now working out the design of parts and sections for plants looking toward the "mass engineering of pre-engineered materials."

Industrial engineers and builders base their belief that there will be a very active period of heavy construction work after the war on an analysis of inquiries for new war plants they are receiving and the surprisingly large amount of work they are doing now designing plants for post-war construction.

Geography will play an important part in stimulating post-war building. Many plants are located, not to be near markets and points where there's a good supply of labor, but so they will be safe from bombing. The representative of a large concern went to Chicago recently to line up about a million square feet of floor space in that section for lease or purchase after the war. One real estate firm told him not only that there wasn't such a plant available in that area but that he was the 20th man there on a similar mission that week.

"FIVE-YEAR PLANTS" BUILT

Recognizing the doubtful post-war value of some types of plants built for heavy material, the Government made a number of them semi-permanent. Mr. Kahn calls them "five-year plants" because five years was the maximum productive life expected of them.

The new features now available in plants will tend to make many older ones obsolete, industrial engineers point out. A plant with excellent working conditions will have a cost advantage over a competitive operation in an outdated factory, for example, because it will attract better men who will do a more efficient job. The cost saving is particularly clearcut where factories are engaged in process operations.

ROSTER CORRECTION: The name of George J. Daverman, Keeler Bldg., Grand Rapids, was omitted. The name of Joseph T. Daverman appeared twice, once as Dlaverman, which is incorrect. Our apologies.

CHARLES M. STOTZ, A.I.A., won first prize in the Pittsburgh Architectural Competition, "An Idea for a War Memorial." His design was for an amphitheatre on Flagstaff Hill, Shenley Park. Frederick Bigger, F.A.I.A., headed the jury.

CROW HEADS NEW HOUSING GROUP

At a meeting at the Hotel Statler June 22, representatives of practically all branches of the home-building industry determined to organize for a broad-gauged and aggressive attack, after the war on Detroit's enormous and pressing housing redevelopment problem.

Allen B. Crow, chosen temporary chairman, was instructed by resolution to appoint an organizational committee.

Plans will be formulated for an over-all confederation of the whole home-building industry of the Detroit Metropolitan Area with a view to putting into action an eight-point program as soon as the war ends.

The program calls for:

1—Building 30,000 new housing units per year for 10 years.

2—Tearing down at least 10,000 obsolete housing units yearly for the same period.

3—Development of a master-plan for the inner boulevard area with sufficient land clearance to permit the building of at least 5,000 housing units yearly within the area.

4—Establishment of areas for sound community negro development and the construction, within those areas, of at least 5,000 homes a year.

5—Construction of at least 10,000 low-cost rental housing units to serve, temporarily, those who are preparing to build homes of their own but are not yet ready.

6—The spread of constructional operations to assure both skilled and unskilled labor in the building field year-round employment.

7—A minimum, more than "cost-of-living", wage scale for all types of labor, and

8—Labor policy under which labor leadership shall have full voice in all matters pertaining to hours, wages and working conditions, and management shall have exclusive jurisdiction in the direction of, and authority over labor, on the job.

The meeting, sponsored by the Detroit Board of Commerce and organized by Lynes D. Boomer of that body, was presided over by E. J. Brunner, secretary-manager of the Detroit Builders' Exchange.

Speakers were James W. Parker, president and general manager of the Detroit Edison Co.; William H. Leininger, of the Leininger Industrial Co.; William J. Guinan, executive director of the Builders' Association of Greater Detroit; William Edward Kapp, president, Detroit Chapter, The American Institute of Architects; Leonard P. Reaume, of Reaume & Silloway, Inc.,

realtors, and Harry Z. Brown of Standard Building Products Co.

The outstanding thought of the meeting, as expressed repeatedly in different form, was this:

"The need of rehabilitation of great areas of Detroit's housing has grown so great and threatening to the future of the city that it must have instant constructive action the moment the war is over.

"Neither the Federal nor State governments will do the job. No one else can or will except Detroit itself.

"Detroit can do the job in magnificent fashion if it gets organized with the solid backing of every factor required.

"In doing the job it will, to a very great extent, prevent depression and huge unemployment here during the period while the automobile industry is reconverting to peace production."

ARCHITECTONICS

The bulletin of the Grand Rapids Chapter of the American Institute of Architects. June 20, 1944

NEXT MEETING will be a dinner meeting at the Peninsular Club on the evening of Thursday, June 29th. Dinner will be served at 6:30 p.m. (1830 army time) in the Gold Room.

COURTEOUS REQUEST: Will all you jerks kindly lay down your opium pipes long enough to complete the terrific task of filling out and depositing in the mail box the post card enclosed? Sooner or later you are going to incur the active resentment of Miss English, Mr. Mead and Mr. Allen, not to mention the hatred of the chef at the Club, if you insist on neglecting to (dam this typewriter) let us know if you are or are not coming. The next person who ignores this request, you know what happens to him? We make a wax figure of him and stick rusty pins in it, while reciting the curse. The curse is a little thing dreamed up by Boris Karloff.

COMMITTEES: Committee appointments were printed on Page 6 of the Bulletin of the MSA in the issue for June 20th. Since you all got copies of this Bulletin, there is no use repeating the list here. All committee chairmen will instantly call meetings of their groups, initiate broad, constructive programs and at the next meetings present reports of thrilling and absorbing interest . . . Well, you can't shoot a man for dreaming, can you?

THE CHAPTER has set in motion the somewhat ponderous machinery of nominating Harry L. Mead to be a Fellow of the Institute, following the unanimous action to this effect authorized at the May meeting. Certainly Harry Mead deserves the honor of being the

first member of the Grand Rapids chapter nominated for this recognition; his outstanding contribution to the preservation of the Chapter in the bad days of the Depression, his continuous participation in the hard work of the Institute and the MSA, his willingness to aid in every allied organization's efforts when they were of a nature calculated to help the architectural profession—all these mark him as a man his Chapter does well to honor. It goes without saying that his professional attainments are of a high order, but there are plenty of architects whose professional attainments are of a high order who stand aside and let someone else carry the heat and burden of the day. Harry has always been in there working.

WILL SOME OF OUR FAR FLUNG members now in Arkansas, Ohio and other wild frontier points drop us a line now and then and tell us what's cooking where they are? We will be glad to print their letters in this Bulletin.

IF MR. ALLEN ever gets the copy for this thing ready in time, it will be multigraphed by a letter shop and look much better than it does when Mr. Allen, who is quite a peculiar old character, waits until the last possible minute and then has to type it and duplicate it himself, all in about 30 minutes. Well, it's better than nothing, or is it?

Roger Allen, President

STATE EXAM BRIBE CHARGED

San Francisco and California officials questioned newly registered architects, following arrest of Ben G. Silver, inspector for the State Board of Architectural Examiners, on June 16.

Robert Anschen, technical director of the Valley Housing Authority, according to Deputy District Attorney Harding McGuire, was planning to take the State examination for architectural registration when he was approached by Silver with an offer to "sell" him the questions for \$200.

"Anschen pretended to agree but notified J. H. McClellan, chief special agent for the State Attorney General, who arranged a rendezvous and had the arrest made following the passage of marked money", the report states.

ARCHITECTURAL BOOKS, a special selection on American architecture, was presented to the Institute for Research in Chinese Architecture at Lichwan, by Vice-President Henry A. Wallace, now in China. Mr. Wallace took with him to the Far East nearly a hundred packages containing scientific instruments, books, educational films and agricultural seeds as gifts to China.

CLEVELAND PUBLIC INFORMATION

Herewith is reproduced an article from The Cleveland (Ohio) Press, of June 16, 1944, indicating steps being taken by the wide-awake Cleveland Chapter, A.I.A.

A New Home---Tomorrow!

Experts' Advice on Using an Architect in Planning Your Postwar Home

"If you want a house that is a home in every sense of the word, the architect is your man," the Cleveland Chapter of the Architects' Institute of America said today in an article specially prepared for this Press clip-out series for the thousands of families planning to build as soon as wartime restrictions are lifted.

The architect can prevent such common annoyances as too-small closets, noisy plumbing, inaccessible light switches, doors that open the wrong way.

Selecting an Architect

He also can see that you have the priceless intangibles in your home—character, good taste and suitability.

Select your architect with care. If possible, it is best to visit homes he has designed. Talk to those he has served before you make your final choice. In other words, consider his reputation and past performance.

After the architect has been appointed, he will learn your specific requirements and ideas and the type of home with a style of design most suitable.

It is ideal if your architect can help you pick your building site. He knows about such details as utilities—gas, water, sewerage, electricity. He will know if the type of soil necessitates special treatment to insure a dry basement.

The architect even considers the adequacy of schools, transportation, garbage collection, fire and police protection.

Upon completion of plans and

specifications, bids are received by you and your architect from several responsible contractors. The contract is awarded to the lowest bidder.

From the time construction begins until the last bill is approved and paid the architect represents your interest in seeing that the work is done according to plans and specifications.

Since he is to be an unbiased judge, your architect must have no financial interest in the job, other than the regular fee paid to him by you. "This is of the utmost importance and is a major reason for having an architect, rather than omitting this service in the belief you may save money," the Architects' Institute said.

"It is easy to see that the architect can save the owner much more than his fee by designing a beautiful house, in seeing that it is built properly, in protecting legal and financial interests and in saving endless regret."

The architect does not bid on the work. He is paid on a fee based upon the cost of the home.

"If you have been thinking of building a moderate-priced home you may have felt you couldn't afford an architect," the institute said. "It is nearer the truth to say that unless you have money to waste you cannot afford to build without one."

Here are suggestions by the Architects' Institute:

ARCHITECT'S FEE frequently may be included in the total cost of the home upon which a mortgage loan is obtained, thus spreading the cost over the term of the mortgage loan.

MODERN FACILITIES for comfort and health may be better planned by an architect.

EXPERT KNOWLEDGE of building materials and construction are made available to the owner.

A BUILDING is a better investment if well planned and attractive in appearance.

COMPLETE PLANS and specifications, the basis for competitive bidding upon which owner and builder depend, should be carefully and expertly drawn.

THE OWNER needs supervision of an expert, unbiased by commercial considerations to pass upon quality of materials and workmanship.

START TO FINISH, the architect is the owner's professional adviser and representative in drawing contracts, complying with building codes and laws, certifying building charges and seeing the owner gets what he pays for.

For further information write to Cleveland Chapter, A. I. A., Truman Building, Cleveland 15, O., or phone CHerry 6565.

BENJAMIN H. MARSHALL

Benjamin H. Marshall, A.I.A., 70, one of Chicago's leading architects, died June 19, following a heart attack. He had been ill for some time.

Mr. Marshall was the designer of the Blackstone, Drake and Edgewater Beach hotels, the Blackstone Theater and many other structures. He also was interested in music and the theater and was one of the founders of the Post and Paddock Club at the Arlington race track. At one time he formed his own orchestra.

He was born in Chicago and had lived in the Drake Hotel since 1936, when he sold his \$1,000,000 Wilmette residence studio to Nathan Goldblatt. The structure, erected in 1921 by Mr. Marshall, is of the Spanish type and was furnished with many valuable antiques.

A Chinese temple room contained a mandarin bed more than 500 years old and in the drawing room was a tapestry reputed to have been presented to Mme. Pompadour by King Louis XV.

In the studio was a movie projector's booth and a complete stage lighted by equipment equal to that of a theater. Mr. Marshall's office, in the home, was large enough for 45 men to work on the designs created by him. The structure, now a North Shore landmark, stands on the east side of Sheridan Rd. opposite the Bahai Temple.

Surviving are his wife, Mrs. Elizabeth Walton Marshall; a son, Benjamin H. Marshall Jr., of Winnetka, and two daughters, Mrs. Elizabeth M. Fall of Asheville, N.C., and Mrs. Dorothy M. Simmons of Winnetka.

JUDGE DISMISSES ARCHITECT'S SUIT

SEATTLE, Wash.—Architect George Wellington Stoddard's suit against the county, asking \$6,837 for drawing plans for the proposed King County Hospital wing that never was built, was dismissed by Superior Judge Howard M. Findley.

The court upheld Defense Counsel Edwin C. Ewing's contention that the contract was unenforceable because it was contingent upon the county's obtaining a \$600,000 Federal Works Agency grant to build the wing. Later, the voters refused to approve a tax levy to raise \$200,000 as the county's sponsoring share of the cost.

THE UPJOHN, is the name of a new American Liberty ship, launched at Savannah, Ga., on June 8. It was named for Richard Upjohn, an English architect, founder of The American Institute of Architects, who distinguished himself in this country, father of Hobart B. Upjohn, F.A.I.A., of New York City.

LEIGH HUNT has just been re-elected president of the Wisconsin chapter of The American Institute of Architects, with Ralph Kloppenburg, vice-president, and Alexander H. Bauer, secretary and treasurer. Hunt is chairman of the city housing commission. John Brust and Elmer Johnson were elected to the board of directors.

GEORGE W. ALLEN, A.I.A., celebrated his 80th birthday on June 5, at his home in La Porte, Indiana. During his 50 years of practice there he has planned innumerable fine residences and other important buildings. He is a member emeritus of The American Institute of Architects and past president of its Indiana Chapter.

THE ERA OF MANSIONS

The sale of the late J. P. Morgan's fabulous mansion at Glen Cove, Long Island, to a corporation which will put the dwelling and grounds to new uses reminds one again how the face of America is changing. The question rises whether ever again mansions will be constructed equal in splendor to those built toward the end of the last century and in the early part of this.

The celebrated row of "cottages" (so dubbed by their owners) along the shore at Newport in their hey-day comprised one of the show places of the world. Staggering sums were expended on huge houses intended only to be used for a brief period each summer. One was made of marble, while another was transported piece by piece from Washington and reassembled at enormous cost.

The growth of the nation has been a big factor in changing its face. The great mansions of Fifth Avenue and Park Avenue in New York have been largely obliterated by the expansion of commercial areas. Many houses of Newport have merely been abandoned to stand by the sea as monuments to an American era now passed.

These palaces, however, were and are more than symbols of wealth. They often represented the most noble accomplishments of architectural art. Each time one is removed from the face of the land, something more than material values is lost.

An interesting Manhattan landmark linked to the lush days which led up to the "Gay Nineties" has been added to the list of old structures doomed to demolition to provide sites for post-war building activity, reports Lee E. Cooper in *The New York Times*. Mr. Cooper is the *Times*' distinguished staff writer who for some years has rendered outstanding service of on-the-spot reporting of our A.I.A. conventions.

The old Jay Gould stables with imposing and ornate limestone facade on West Fifty-seventh Street, will make way for a large apartment and store edifice which may rival in size the tall residential buildings along the skyline of Central Park South, a stone's throw away, the article states.

"The Mutual Life Insurance Company, after having held the property for more than ten years, has sold it to an investing and building syndicate at a reported price of \$185,000. The assessed valuation of the parcel, which runs through the block to include considerable frontage on Fifty-eighth Street, is \$526,000."

While some preliminary studies have been prepared, the name of the architect for the new structure has not been revealed. However, it is stated that the new building will be of "distinctive" design, taking the place of a building which probably cost more than any



Gould Stables
York & Sawyer, Architects
N. Y. Times Photo.

other of its type. Mr. Cooper states that Peter Grimm, president of William A. White & Sons, realtors reported that in 1927 he sold this property, with little or no effort, to Benjamin Winter, operator and builder, for \$1,200,000.

The main part of the former stables, last used as a night club, occupies a frontage of fifty feet at 217-19 West Fifty-seventh Street, and from outside has the rather forbidding and austere appearance of a bank or institutional building, the article continues.

"On the inside, according to a description given by Louis E. Olpp, vice-president of M. & L. Hess, brokers in the sale, the structure gives the impression of being 'a young Madison Square Garden.'

"Although only one story, it is the equivalent of about four or five average stories in height, and even after several remodelings and the passing of two generations, still bears evidence of the lavish hand which provided riding ring, exhibition space and other trappings for riding horses and carriages for the entertainment of his children.

"It was not to be expected that the financier who won and lost millions overnight in railroad ventures, stock manipulations and plunges (he is reputed to have made as much as \$11,000,000 in a single day in the market) would 'spare the horses' where his children were concerned.

"He spent a tidy sum on the stables about 1875, to the interest and awe of social and financial circles in which he moved. He commissioned the old architectural firm of York & Sawyer

to design the imposing structure. That firm was to draw the plans for the New York Federal Reserve Bank in Liberty Street, nearly half a century later.

"It is easy to figure that both these structures came out of the same architectural office. Both show the early Italian Renaissance influence, and in feeling are reminiscent of an old Italian palace, with arched and barred windows, heavy stretches of stone. They give, perhaps intentionally, a feeling of ponderous reserve and coldness. For a bank, one observer commented that might be appropriate, but for a stable it seemed a bit out of place except for someone of the stature and personality of the financier.

A quarter of a century after the main section of the stables was built the extensions through to Fifty-eighth Street were constructed to provide additional stalls, carriage space and quarters for the grooms and trainers. The land frontage on that street is 110 feet; at Nos. 216-24.

"The floor, over which rolled the finest of carriages, drawn by proud horses, later was, significantly, to become a showroom for the sale of expensive automobiles.

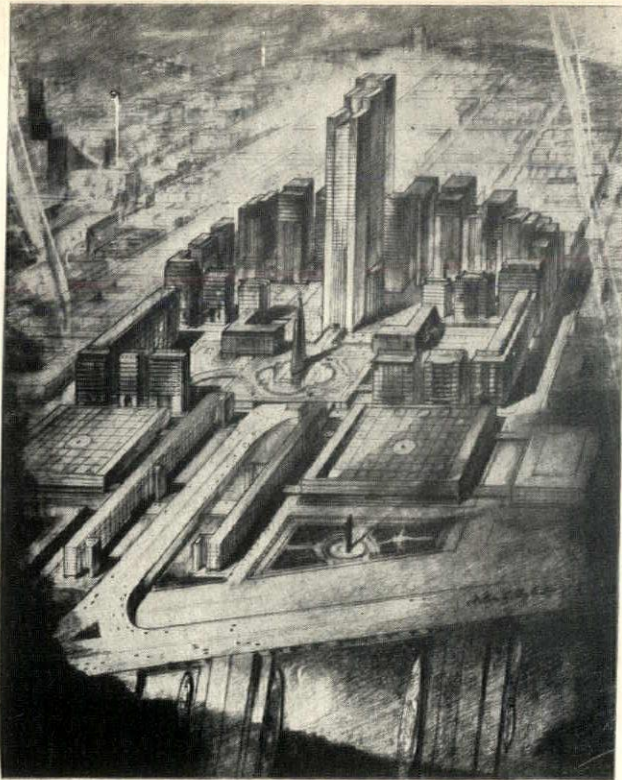
"Still later, after the insurance company took the property, it was to be the scene of gay floor shows of the night club known as the Flying Trapeze.

"The new owners of this property, comprising about 16,000 square feet are known to have drawn preliminary plans for an apartment building, with many setbacks and terraces, with a tower rising to a height of twenty-five stories, and with stores along the Fifty-seventh Street frontage. The project is to be carried out when materials and labor again are available."

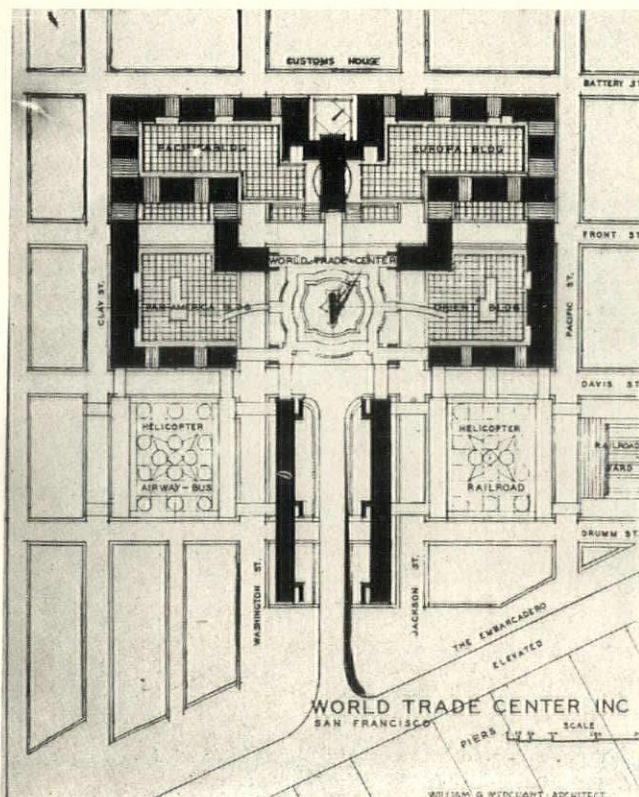
SAMUEL E. LUNDEN, A.I.A., of Los Angeles, has prepared a report for the Haynes Foundation recommending a new kind of World's Fair for L. A. in 1950, to commemorate the 100th anniversary of the admittance of California into the Union.

MRS. NANCY GERLACH LASCH, Western Reserve University School of Architecture's only June 1944 graduate, prepared to begin the traditional masculine career she visioned in high school following graduation last week.

First woman to win the trustees scholarship to the School of Architecture, Mrs. Lasch won the fraternity book prize in her freshman year and in her junior year won a design prize and was the first woman to be awarded the Schweinfurth traveling scholarship, which took her to University of Mexico.



Mr. Merchant's design for proposed World Trade Center at San Francisco is daring yet practical.



JULY 4, 1944

SAN FRANCISCO WORLD TRADE CENTER Big Interests Back Proposal for \$30,000,000 Development

San Francisco's proposed post-war World Trade Center, designed to house importing and exporting offices, warehouses, exhibits and meeting halls in a modern group of buildings at the site of the present wholesale market district, is winning support from organizations throughout

northern California, the San Francisco Chamber of Commerce reported.

It is announced that several important groups are considering taking entire buildings. The scheme contemplates the bringing together of American and foreign exporters and importers, consulates, air, sea and land transportation services, brokers and every line of industry concerned with world trade. Four buildings, to be known as Pacifica, Orient, Panamerica and Europe, will be carried out in the architectural style of those regions.



WILLIAM G. MERCHANT

Mr. Merchant IS ARCHITECT

The World Trade Center is incorporated, with sixteen leading Californians as officers. One of the group is William G. Merchant, A.I.A., of 57 Post St., San Francisco, who is architect for the project. He is also president of the S. F. Downtown Association.

"The trustees are reducing the dreams to a practical basis where the project can be financed chiefly through private enterprise, with City, State and Federal co-operation on certain public buildings and improvements," Mr. Merchant said.

"Each structure is designed to be a group of tall buildings, connected only at the lower floors, thus permitting sunlight to flood the inner portions of the center. There will be a Central Tower Building, facing on a small park with a fountain. Other buildings will be stepped downward in height toward the waterfront to afford a view of the Bay.

"Two transportation squares are provided between Davis and Drumm sts., one as a bus and truck station, the other as an Aviation Center Building to be a union station for air travelers. Helicopter landing fields are arranged for both buildings.

"A central garage is planned—several stories high with a tower of jewels on the roof."

FEDERAL STRUCTURES

The site is adjacent to 15 million dollars worth of Federal construction—the Custom House, Appraisers Building and Federal Reserve Bank, which are important to world trade. It is proposed that the wholesale fruit and vegetable market be moved to 15 acres around Islais Creek. Owners and dealers in the wholesale district have formed a \$2,125,000 corporation to build a new market, but the cost of the proposed site might prove a stumbling block to the World Trade Center.

Indorsement in principle has been voted the project by the Chambers of Commerce of San Francisco, Alameda, Berkeley, St. Helena, San Jose, San Leandro, San Mateo, San Rafael, Vallejo and San Joaquin County; the State Junior Chamber of Commerce, State Farm Bureau and California Dairy Council.

ARCHITECT WILLIAM G. MERCHANT'S conception of the proposed World Trade Center, which has been designed with elevated freeways and underground garages, will include architecture representing various countries and yet keep within the San Francisco city master plan.

HOORAY FOR DELAWARE, A.I.A.

Walter Carlson, president of the Delaware Chapter, A.I.A., urged employment of an expert city planner for Wilmington, to give the city a greatly needed "controlled plan of growth" and to improve living conditions, in his recent address at the Chapter's annual outing meeting. He stated that the Chapter had already set up a "free lance" organization to study data and prepare drawing to "show our ideas as well as those of city departments that are interested." The Chapter is doing this, he said, at no cost to the people for the sole purpose of helping the public visualize the possibilities of a better and greater future Wilmington.

The Wilmington Journal carried an important article about this meeting, and the following editorial:

"Proposal that Wilmington utilize the services of an expert planner was made at a meeting of the Delaware Chapter of the American Institute of Architects, by its president, Walter Carlson. The organization already is at work on sketches and drawings to show the possibilities of planning.

"While the need of a 'controlled plan of growth' has been suggested before, the chapter's latest contribution is aimed at informing large number of the residents concerning the retention of the city's beauty through comprehensive planning efforts.

"It has been demonstrated elsewhere that property values can be better protected and other advantages accrue from such a system. In striving for a similar application here the architects are showing an interest in avoiding the mistakes that have occurred where there has been haphazard growth.

"Even though sufficient popular response may be lacking now the enterprise of the chapter will help to crystallize sentiment for such a program. It is worthy of study."

The Wilmington Star carried a good report of the meeting, a group picture of those attending and an editorial stating: "It is interesting to learn from an article in the Star last Sunday that the Delaware Chapter of The American Institute of Architects has been giving some thought to planning for slum clearance in Wilmington, and to a master plan for the city. The willingness of the Chapter's members to make sketches, or do other preliminary work for any proposed public need, is a valuable civic service that ought to be properly appreciated and utilized by our authorities." This, fellow architects, is the way to get the best kind of public information.

PRINTS AT BOSTON MUSEUM

In the Print Department of the Boston Museum of Fine Arts an interesting collection of prints of architectural subjects is on display, reports the Christian Science Monitor.

"Looking to the past they find an abundance of poetic material in the cathedrals of the Middle Ages and in the imposing temples, aqueducts, amphitheatres and baths built by the Romans.

For the medieval draughtsman symbolic architecture sufficed, and there was no need of logic in size, proportion, perspective. But with the Renaissance there was a special pride in establishing a structure properly in space, giving it the correct position, mass, projection. The solid form of a building, the firm masonry, the logic of pattern appealed to the intellectual of the Renaissance who was happiest when he had a difficult problem to solve in accurate and balanced visualization. In Leonardo's notebook there are many sketches of stairways, arches, domes showing his eager fingers probing the authentic representation. That he carried his architectural curiosity to the point of fantasy may be noted in the background of his "Adoration of the Kings."

"The Piranesi etchings in the Boston Museum exhibition show a similar imaginative handling of architectural material. Piranesi had dedicated himself during the eighteenth century to engraving ancient monuments. He did the job with utmost ease and vividness, giving full measure and full character to all the attributes of classical construction. But several plates of the "Carcera Series" are remarkable for the great sweep of structural design across vast deep cut arches, great stairways, criss-crossing balconies, platforms as though the building were an architectural dream. Surrealists have recently acknowledged Piranesi, reading weird and esoteric symbols into the architectonic configurations.

"The neighboring prints seem diminutive and poised after the theatrical extravaganza of Piranesi. Other graphic artists have been happy to record modestly and respectfully, although in the Meryon plates there is a brooding undercurrent. Three or four plates by that Frenchman are in this group.

"Muirhead Bone's 'The Great Gantry' seems a subdued version of Piranesi. The imaginative Gothic churches by Frederick Landseer-Griggs are the embodiment of serenity. 'Gothic Lace' by John Taylor Arms gives way to the triumphant decorative devices of Gothic design."

LAZLO GABOR

Lazlo Gabor, 49, assistant professor of architecture at Carnegie Institute of Technology in Pittsburgh, died suddenly in New York June 13, of a heart attack.

Known in art circles of America and Europe, Mr. Gabor was rated as an authority in interior decoration. He had held exhibitions in the capitals of Europe, and took a leading part in designing the Pennsylvania Building at the New York World's Fair.

Born in Budapest, January 15, 1895, he studied in Vienna, Berlin, Paris and Stockholm. He held degrees in architecture and painting from the Berlin Academy of Fine Arts.

He was at one time head of the Austrian Craft Alliance and played a prominent part in designing housing developments in Vienna and the modern housing exhibit at the Paris World's Fair.

Mr. Gabor came to America in 1934, and became a citizen four years ago.

At Tech he taught architectural design, interior decoration, professional practice for interior decorators and a course in furniture. For the last year his teaching had been confined to evening classes.

PROF. WILBERT C. RONAN has been named head of the Department of Architecture and Landscape Architecture at Ohio State University, to succeed Prof. Charles St. John Chubb, who relinquished his administration duties in order to devote his full time to teaching.

Prof. Ronan has been on Ohio State's staff since 1913, with the rank of full professor since 1925. He received the architectural degree from Ohio State in 1910, and another from the University of Pennsylvania in 1913.

ELY JACQUES KAHN, F.A.I.A., architect of many of New York tall structures, including the forty-three-story Continental Building and the thirty-four-story Squibb Building, has been commissioned to design a thirty-seven-story skyscraper for post-war construction on the Broadway block front between 38th and 39th streets.

Associated with Mr. Kahn as architects will be Robert Allan Jacobs and Sydney Goldstone.

COMES OVER THE WIRE SERVICE. "Architects are experimenting with air-supported roofs—domed coverings of thin steel held up by pressure from air blown under them by ventilating fans around the sides."

THE BLUE PRINT, devoted to the interests of the Architects of Westchester County, N.Y., says, "Certain measures pertaining to the subject of unification were unanimously adopted, one which required President Gette to issue questionnaires to members. From the latest report the results are most gratifying—about 90 per cent of the respondents signifying their intentions of joining the colors. Final action will be taken at the June meeting. So it is apparent that the merger of the W.C.S.A. and A.I.A. will take place shortly. And when that is consummated The Institute will go places."

H. CLINTON PARRENT, JR., has been elected vice-president of the Nashville Division of Tennessee Chapter, A.I.A. Says *The Tennessee Architect*, news letter of the Tennessee Chapter, "Mr. Parrent is quite an able man for this job, as was shown by the good work that he did last year as Sect.-Treas., and it was felt that he can also do a fine bit of work as the new vice-president." Owing to his position as Procurement Inspector, with the Army Air Forces, editor Guy H. Parham, Jr. relinquishes the reins to the new editor, Harry B. Tour, who is also president of the Chapter.

Something of a record is announced by the News Letter when it states,

"Estes W. Mann is going to go Walk Jones, Sr. and Jr. two better on his post war program. Mr. Mann will soon announce a firm name as follows: Mann, Mann, Mann, & Mann, Architects. This firm will be composed of the following Manns: Estes W. Mann, Sr.; Estes W. Mann, Jr., Georgia Tech. Student; William C. Mann, Georgia Tech. Grad. (ensign in Navy); William Jeffries Mann, prospect for Georgia Tech. Mr. Mann also writes, 'Not a single other Tennessee architectural office can boast of a Mann in it, while I can boast of four'."

HARRY M. DENYES, A.I.A., Aviation Cadet, son of Mr. and Mrs. H. M. Denyes, 950 Pilgrim, Birmingham, Michigan, was awarded the gold bars of a second lieutenant at recent graduation exercises of the Army Air Forces Training Command School at Yale University.

As a technical officer in armament, Lieut. Denyes will be responsible for the functioning of guns, the synchronization of guns sights and gun cameras, and the loading of explosives and ammunition on board a plane before it leaves on a mission over enemy territory.

C. GODFREY POGGI, was reelected president of the New Jersey Chapter,

American Institute of Architects, and of the New Jersey Society of Architects, at a joint meeting in Newark June 8.

Other officers reelected are: First vice-president, Marcel Villanueva; second vice-president, Robert J. L. Cadien; secretary, C. W. Fairweather; and treasurer, Gilbert C. Higby. Members reelected to the chapter board of directors are David Ludlow, Victor M. Reynal, F. H. Radey, and Matthew Simpson. John A. Capone, of Newark, was renamed director of the chapter-at-large.

NORMAN KRECKE, A.I.A., a major in the U.S. Engineers, will be back in civilian life again, in Detroit, on July 4. Norm has been engaged on construction of the Alcan Highway.

HARVEY P. CLARK, A.I.A., has been named president of the San Francisco Planning and Housing Association, with William W. Wurster as chairman of its Regional Planning Committee.

LYNN TROXEL, A.I.A., with offices at 201 Laird Bldg., Tiffin, Ohio, has been named an associate of the Toledo firm of Bellman, Gillett & Richards.

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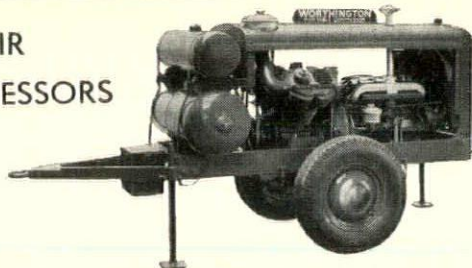
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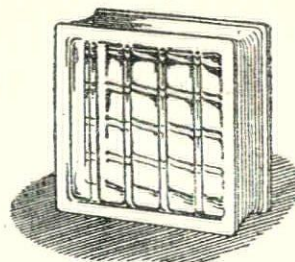
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TOWARD URBAN REDEVELOPMENT

By WILLIAM WILSON WURSTER

A Lecture Sponsored by the San Francisco Planning and Housing Association at the San Francisco Museum of Art, May 31, 1944

After twenty years of practice, ending up with 5000 war houses, it seemed right to pause, take stock and see how best to fit into the war and post-war work. The decision was to spend a year in research on urbanism and planning. This is difficult to do when in familiar surroundings so I decided to return to study within the framework of a university. At Harvard there is a School of Regional Planning allied with the Architectural School and the Littauer School of Public Administration and it is there I went

WILLIAM W. WURSTER IS NEW DEAN OF ARCHITECTURE AT M.I.T.

William W. Wurster, A.I.A., distinguished California architect who has designed many notable buildings and large-scale housing projects, has been appointed dean of the School of Architecture of the Massachusetts Institute of Technology, Dr. Karl T. Compton, president of the institute, announced.

Wurster succeeds Dean Walter R. MacCormack, who retired July 1. His new post now places him at the head of the oldest architectural school in the country.

Among the notable projects designed by Wurster is the United States Housing Authority slum-clearance project, Valencia Gardens in San Francisco. This project and the Schuckl & Co. office building, an outstanding example of a business building for a small town have been chosen by the Museum of Modern Art as examples of significant American buildings of the past decade.

Distinguished Architect

A graduate of the University of California, where he studied naval architecture and marine engineering, he traveled in France, Italy, Spain, England, Scandinavia and Germany. His professional experience includes notable work on filtration plants, one of which

was developed for the East Bay Water Company in California, completed in 1926. His work between 1926 and 1934 included many notable country houses, influencing this type of architecture. In 1937 he studied modern housing projects in England, Scandinavia and Germany. **Regional Planner**

In 1943, after 20 years of practice which included 5000 war houses, he closed his architectural office to study war and post-war architectural problems. He has since done research on urbanism and planning. Harvard University invited him to carry on his research work as a fellow in the Graduate School of Design. To further broaden his experience and complete preliminary work for his doctorate in regional planning, he served as coordinator of design in the Architectural School at Yale University for one year.

He is married to Catherine Bauer, who has done notable work in the field of housing and is the author of "Modern Housing" and "A Citizen's Guide to Housing" as well as many articles and pamphlets.

MacCormack's Record

Walter MacCormack, Fellow and Vice-President of The American Institute of

for the year. This meant work under John Gaus in Regional Planning, Alvin Hansen in Fiscal Policy, Martin Wagner (former City Planner of Berlin) for City Planning and Dean Joseph Hudnut in Civic Design.

At Massachusetts Institute of Technology I had a term with Frederick Adams in the direct process of City Planning. For one term I taught in the Architectural School at Yale as Coordinator of Design.

See WURSTER—Page 4

Architects, had been with M.I.T. since 1936. Until a year ago he maintained his architectural offices in Cleveland, Ohio, where he had an outstanding record, being nationally known in the field of schools and as consultant to the U.S. Housing Authority. He had designed over 70 school buildings in the Cleveland area alone.

While at M.I.T. Dean MacCormack has lived in Boston. A recent issue of the BAY STATE ARCHITECT, publication of the Massachusetts State Association of Architects, stated, "On retirement from M.I.T., Dean MacCormack will remain in Boston to supervise a national program; to educate the public to the necessity of architectural service. A group of non-architectural private interests has underwritten the cost."

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SOCIETY BOARD MEETS IN LANSING

Unification Meeting and Luncheon Precede Directors Session

The Board of Directors of the Michigan Society of Architects met at Hotel Olds, in Lansing, on June 28. This was the first meeting of the Board since The Society's Convention on April 19.

The Committee on Unification met at 11:00 a.m. Kenneth C. Black chairman presiding. Following the Chairman's resume of progress to date, a discussion was had, on the next step, that of the Society's becoming a state-wide Chapter of the Institute, with branches or to remain in its present form. In the latter case it would be composed of Institute chapters instead of its own divisions, as previously.

Branson V. Gamber, Michigan's representative on the National Committee, headed by Mathew W. Del Gaudio, reported that The Institute Board had approved that committee's report. It was said that some states do not approve of only one class of membership, that they want to retain non-Institute members in their state society ranks. Michigan has gone all-out for Institute membership. The Society's local divisions have all been dissolved, chapters are being formed instead and all enrolled under one banner, The A.I.A.

The discussion of which of the two forms the State Society should now take is one that will rest largely with the chapters. There is the thought that with the Society's becoming a state-wide chapter, the local groups might lose something in the way of direct contact with Washington.

There are now two Institute chapters in the state, Detroit and Grand Rapids, with two or three others under consideration. The two existing chapters are to be sounded out to see if they are willing to surrender their chapters in favor of the State Society, and become branches. The Unification Committee is to prepare proposed by-laws and submit them to the two chapters and to The Institute, with the idea of leaving the maximum of local contact with Washington. These by-laws to suggest the amount and allocation of dues and the method of electing convention delegates. The Committee is also to recommend concerning one payment of dues, and to determine if The Institute would take over this duty.

The Board visited the State Capitol to view the sample of sand blasting that had been done, with a view of cleaning the whole building. A resolution was passed recommending against the procedure, as being detrimental to the surface, destroying the fine detail and starting a procedure that would only have to be repeated periodically, at considerable expense and causing more rapid deterioration. This information was forwarded to the State authorities

and appeared in the Lansing State Journal on June 29.

The Board voted to further support the Architects' Civic Design Group, in Detroit, and an expression of appreciation was extended to Mr. Eliel Saarinen and Cranbrook Academy of Art for their splendid cooperation.

Committee appointments for the coming year were approved and will soon be published in the Weekly Bulletin.

Following the meeting some board members, who were able to devote a spell to social aspects, gathered at the home of Kenneth and Marie (and Duncan) Black, where the genial hosts again did themselves proud.

LANDMARK SOLD

House By Stanford White to Be Business Place

The old Fahnestock mansion at the southeast corner of Madison Avenue and Fifty-first Street in New York City, one of the outstanding examples of the architectural handiwork of the late Stanford White in the residential field, has been sold by the Fahnestock estate and will be used for business purposes after the war, writes Lee E. Cooper in the N.Y. Times.

The house is one of the four-story Madison Avenue blockfront group of six on which Henry Villard, railroad magnate, lavished a fortune sixty years ago. The dwellings, built about an eighty-foot circular courtyard driveway, made for proud horse-drawn carriages of coach-and-four days, were designed by the architect as a copy of the Chancery office group of the Vatican in Rome.

Across the driveway court, at Madison Avenue and Fiftieth Street, is the home originally occupied by Henry Villard and his family, but now owned by the Ogden Reids.

The twin homes are the major units in Mr. Villard's interesting group, which have remained through two generations despite the northward march of business and the construction of skyscrapers on many neighboring sites. The Fifty-first Street corner home was occupied by the Fahnestocks until 1929, and is reported to have cost Mr. Villard \$1,300,000. Its elaborate fittings, gold-leaf ceilings and walls and circular stairway were the sort of features which Stanford White evuluted in planning when he was given free reign and ample money.

W. L. PERKINS HONORED BY MASONS

William L. Perkins, A.I.A., Chariton, Ia, was elected Most Worshipful Grand Master of Masons in Iowa on June 13, at the annual meeting of the lodge in Cedar Rapids.

Perkins, who has been city engineer of Chariton for 20 years, has been prominent in both Masonic circles and in his chosen profession that of architecture, for many years.

He was born in Harrison county, Missouri, came to Iowa in 1918, settling in Chariton. On his 22nd birthday he was married to Miss Jessie M. Yeater and they have one son, William, jr., who is in his last year at the Annapolis Naval academy.



W. L. Perkins

In 1910 he received his engineering degree and two years later earned his degree in architecture. Perkins has been on the Iowa State Board of Architectural Examiners since 1927, now being secretary of that organization. Since 1939 he has been secretary of the National Council of Architectural Registration Boards and a member of the executive committee of that body. He is also a member of the National Architectural Accrediting Board, which body is the accrediting agency for the architectural schools all over the United States. It is a six member board, composed equally of professors from architectural colleges and members of the profession.

In Masonic work Perkins was initiated in the Chariton lodge July 2, passed on August 18, and raised Sept. 9, 1921. Since that time he has gone through all the offices of the local lodge. He received his Capitular Degree in the Chariton Chapter R.A.M. in April, 1922. His Degree of Proficiency was taken in 1925 and three years later he received his District Lecturer's Certificate.

He was appointed Junior Grand Deacon of the Grand Lodge of the state of Iowa in 1927 and on June 13, 1944 was elevated to the highest rank Masonry has to offer in the state of Iowa.

WEST VIRGINIA CHAPTER, A.I.A., has joined with six other organizations in an initial effort to unite the Great Kanawha Valley. An organization meeting was held in Charleston on June 30. In addition to round-table discussions, the meeting included a tour of points of interest, and a banquet.

WURSTER

(Continued from Page 1)

Added to this was a month of bicycle travel in New England when we did over 500 miles. It is interesting to compare the elements of the New England countryside with our own. There all is neat and tidy underfoot—you are tempted to fling yourself on the ground on the lush green grass. The distance is always hazy. Places of interest close together. Here all is magnificent distance with dry harshness and untidiness close at hand. Things are much too far apart to choose a bicycle as a means of seeing the sights. One of the best ways of bringing home the closeness of things there is to compare the number of major metropolitan areas between Boston and Washington—a distance not far greater than our San Francisco-Los Angeles stretch. Think of Boston, Providence, New Haven, New York, Philadelphia, Wilmington, Baltimore and Washington. On the west coast the two areas have some 5 million people while on the east coast the eight areas have over 20 million people. Let me list the various areas with characteristics as they come to mind for they will have something to tell us I am sure.

BOSTON represents a metropolitan area of 2.5 million people. There are 43 towns as immediate satellites. This area represents the most advanced state of the city problem, for, while we find all manner of early park and other metropolitan approaches, the wealthy and middle class have moved out of the central city leaving the tax burdens to be carried by the poor and slums and blighted areas a generation or two older than ours. Already their taxes, computed on a comparative basis, are double ours in San Francisco. As an area they are now facing a problem which will be ours in 40 years—a shrinking population. This certainly brings no enthusiasm and it is hard to avoid the feeling that the rats are coming in and taking over. The Commonwealth of Massachusetts, years ago as parent of its cities, created a Metropolitan District Commission to deal with the complicated common problems which beset the many political units. Unfortunately there is not compulsory participation. This means there are communities who only participate in regard to fire protection—or perhaps water supply etc. Thus the problem is only partially solved. Boston is conducting a competition at this very time, with prizes amounting to \$5,000.00, for the best program for a master plan for the development of Metropolitan Boston. I quote from one of their morning newspapers, the Herald, and

if you will substitute familiar names it might be appearing in one of our own newspapers. "Boston's essential difficulty is that she is completely disintegrated. The corporate limits of the city itself have no basis except in history. What happens to our commerce, industry, transportation, recreation and the rest should be of as much concern of Wakefield or Walpole as of State Street. There are 2.5 million people with a common interest, not merely the 800,000 in the city itself. Attempts at re-integration have had but slight success—and we find the only effective measures have been our experiments in metropolitan administration under our state supervision—water, sewerage, highways, parks, and transit. But the process has come to a halt. There has been no progress toward extending regional government for many years."

NEW YORK. Here, too, they are facing a shrinking population although they hate and refuse to acknowledge it. An official municipal committee was asked to make a report on industry and population which should find the facts. The result was the finding by a realistic Haynes committee that there would be a diminishing so it has been quietly sidetracked. Too bad, for being an ostrich and hiding your head in the sand never has solved a problem. We find two positive attempts at metropolitan thinking. The first is a strong legal one with power, the Port of New York Authority, which ties together all of the port facilities of the area. This is true even though they come in different states as well as cities—the former a type of added complication which this area does not have. The second organization is the Regional Plan Association which is entirely private and without legal power. It is educational and promotional. You have heard often of the organization for it was backed by the Sage Foundation and spent over a million dollars on a report and publications during the 1920-30 period. Their great mistake, as I recall, was the assumption that New York would have something like 20 million people by now.

PHILADELPHIA. We believe in the democratic privilege of living where we wish—on the other hand there should be a systematic process by which a person may choose to live outside the political boundary of the central area, earn his living within the area, yet meet his share of the tax obligation. Philadelphia has a new occupation tax which attempts to do just this. It is worthy of our study for San Francisco has a like problem which may well be greater in proportion to our size than other places. Alas! this

very solution acknowledges the lack of power which might result from a metropolitan area control and avoid such a patchwork method as this.

CHICAGO, is to me an example of miles and miles of greyness and mediocrity. Never have I been so impressed with what can be done to ruin a place for living. It is not so much congestion for there are gaps where structures have been torn down. We came on all this is in our search for the new building designed by Mies Van der Rohe for the Illinois Tech which is located in this part of the town where the casual traveller never goes. Rather, lacking hills for variety, they have not evolved a substitute by way of neighborhood planning which might give point and zest to each area. True, as with our Victorian houses, there is the great false front along the Lake—but behind it! And this is the type of thing all cities are headed for unless we set up some type of positive land-use control. Call it land budgeting if you will. It is more than zoning which describes more what can't be done rather than what shall be done. Don't let property slip from public ownership—keep open spaces even though they be only sand lots. Think of the Presidio with its rough plantings as one of our breathing spaces and beauty spots. See that land which the government has taken in the war emergency is kept. We look down on just such a railroad siding in North Beach. Don't let the old cemeteries be divided up by speculative interests. If you are afraid the cost is too great and the tax rate will go up, then perhaps it is the base of the tax structure which needs changing but don't let it distort land-use. The one thing which I can promise you is that you will have a declining central population and an increasing tax if you do not have open land.

Here I am ahead of my story for I want to talk directly to San Francisco in direct terms and not through any other city. Let me attempt to define the uniqueness of this city that we might grasp and hold what we have. Up to now our physical aspect has saved us from many of the difficulties but we cannot count on this limitlessly without making an effort to understand it and so prevent what has happened to other cities.

First we have the PHYSICAL side. Our great harbor is a magnificent green belt. How fortunate it couldn't be divided up and filled with a mass of industry and housing for then we should have lost the feeling of space which is our greatest heritage. And it is this very space which cities are now buying back at enormous expense. Our

city is really a concentrated core—with real space before you plunge into the suburbs of the East Bay, the hills of Marin County, and the cities of the Peninsula. Let us hold tight to the hills and open space between us and the Peninsula cities and evolve some way to keep them as they are. Possibly so-called practical people will doubt this but let them re-examine their thinking before they speak out too emphatically. With the publishing of the new County of London plan there comes an awareness of the need for keeping the entity of villages and small cities, with real space between them so they are not merged in one great blurred mass. In the case of London they propose to buy the space which should never have been lost. Be careful that space—open land—is kept between Belmont and San Carlos, Orinda and Lafayette, prevent in the future such merging as that of Oakland and Berkeley—San Leandro and Oakland.

Bless the hills of San Francisco which give our gigantic grandstand which allows so many dwellings to have a share of the open space of the bay of which I have been speaking. This very fact has brought advantage to certain sites enough to cause some urban redevelopment in a modest way. And I am grateful for the gridiron plan, which is so often cursed, for it gives us the bay and the distance at the end of every hilly street rather than the soft contour streets of a Piedmont where there is so often a structure between you and the view. I like the orderly piling up of the masses of the buildings which reminds one of the Riviera cities. I state all of this here for the many people who love San Francisco do not realize this is part of its uniqueness and all too often one hears the idea of redevelopment linked up with a changed street pattern which shall attempt to capture the charm of the cow-path pattern of Boston. Of course we must think of traffic arteries, of quiet streets and safety, and of connected open spaces. We have more of a start than many realize with the tops and spurs of our hills as natural cul-de-sacs.

We are lucky in having a work-a-day climate—too cold for lolling out of doors but wonderful for those of us who must work productively each day. There is no need to pretend this is not true—let us embrace it as a virtue and seek certain recreation in the warmer belts nearby. No part of the world to my knowledge offers such immediate and easy choice of contrasts. This cool, windy climate makes row houses such a really good solution—small spaces between freestanding houses on less than

sixty foot lots have never been worth a great deal even in warm places—here such space is just a draughty slot. No, it is not the twenty-five foot wide row houses which should be the target of criticism as much as the lack of neighborhood and traffic planning.

For the ECONOMIC side we should look at the map and study the locations of the four great centers on the west coast—Los Angeles, San Francisco, Portland, and Seattle. Our old enemy, the 7,000 foot high pass at the Donner Summit, may be diminished in its critical effect in the coming air traffic days. We must not overlook the fact that the great circle advantage lies with our northern neighbors and we will have to work at some offset for that. Perhaps our great central valley is the offset, with its rich crops from irrigated areas and the long, dry summers for growing. A metropolitan area could lend a helping hand to this development for there could be a broader pride, free of petty competition, when all the cities are joined toward a common goal. This means a constant examination into many things from irrigation water problems, cheap power rates and freight rates to the transportation systems which will permit the movement of produce and people efficiently. And add to all this the coming trade in the Pacific Basin which can be brought here if this area presents a united pull.

On the SOCIAL side we have been a pioneer group—willing to take a chance and I hope we may retain this aspect and not crystallize with limited horizons. We have been a melting pot with a real mixing of nations. When we talk of zoning let us not think in terms of racial discrimination—instead let us shed such discrimination as the years have brought us. I am glad this place has an expanding economy for it will be an easier place in which to accomplish tolerance than the places which are shrinking. A pioneer place is always nearer to its own gambling history and not so likely to set up narrow limits for minority races. Let's hold fast to such freedom as we have and better it if possible.

So much for impressions.

With all this mention of metropolitanism I come to the first point I would like you to remember of this talk—the need of a METROPOLITAN AREA AUTHORITY which shall represent all people and local places in a democratic way with real power for action. And second—that one of these real powers must be land-use control which shall guard our heritage and prevent further inroads on its use and beauty. This might mean buying land

outright as the European cities have done, witness Stockholm which owned more territory outside the city limits than there was contained within them. Or it might mean some attempt at control such as was proposed in the Uthwatt Report where it was proposed that the government buy the development rights of land which was outside the city boundaries that it might control which land was allowed to have a change in use. Our immediate problem is the shacktown developments which come outside the corporate limits—first to eliminate the present ones and next to prevent the growth of any new ones. Tied in with this is the need for unbuilt area between our communities—which means positive guidance for new subdivisions.

How to get such an authority? A start could be the office of the State Reconstruction and Re-employment Commission as suggested by Robert Elliott in the articles running in the "News." Perhaps the Boston competition might suggest an answer. Just last year the American Society of Planning Officials conducted a competition for "Proposal for the Organization and Operation of a Regional Council in a Metropolitan Area." Careful scrutiny of the prize winning proposals might provide ideas. It would appear from the Massachusetts' experience that we will find that most can be accomplished by clinging to our political parent, the state, which has an over-all control over the cities and counties and so avoid the understandable jealousies and defeating competition between each minor political unit. This really should not be difficult for we have strong precedents—our own Federal Government, the Tennessee Valley Authority, Los Angeles County's increasing powers, and the already mentioned Port of New York Authority.

During the year I had occasion to do research in housing and neighborhood planning for Cambridge for Frederick Adams at Technology and Alvin Hansen at Harvard. This took the form of replanning a portion of Cambridge so that: the schools were correctly placed for the child population, had adequate play space, and children did not cross traffic arteries; there was space for passive recreation (small parked areas for adults and babies), playgrounds and playfields; traffic guides and certain closed streets were placed to keep neighborhood planning units free of through traffic. This gives a skeleton on which to base detailed urban redevelopment. The study did not propose to redo housing although some of the worst would have been torn down in creating the open space out-

lined above. In fact this could be termed an "open space program" and would be essentially the first step in carrying out a master plan. In the research all the costs for carrying out such a scheme were computed accurately. In this area of 500 acres which corresponded roughly in type of blight with our Japanese section there were 35,000 people. To bring about these changes to establish a basic pattern would cost \$100 per person and would give employment for 1,500 people for one year.

All of this groundwork of discussion is very pertinent to urban redevelopment. Look around you at the blight and decay in our central areas. Think back when all of the areas filled up with people in towns around San Francisco before they would come to our central crowded spaces. Before you begin with actual, detailed plans for redevelopment listen to what people are saying. "Look, Cities! Your inner dwelling areas as now built no longer have a monopoly of urban amenities. Country and suburbs have electricity, telephone, radio, automobiles and dustless roads. We will only return with enthusiasm when you have added to your inherent convenience some of the freedom and beauty of rural life." To set acceptable redevelopment standards means a knowledge of all this balance between the life in Orinda or Kentfield or Redwood City—as compared with five minutes from work, theaters and music in our central city. Action, following the evaluation of knowledge such as this, can only be administered by a METROPOLITAN AREA AUTHORITY. Every architect has faced this choice with individual clients.

We cannot expect a surge of population to cover our mistakes in our cities as it did in the period of 1900-1910 when our national increase in population was some 20% and our urban population increase was double this with 40%. We must look to the census, too, for the trends as regards choices of types of living locations. In the period from 1930 to 1940 there was about a 7% increase in national population and the metropolitan increase was about the same 7%—the rural non-farm was double this with 14%. In our area, rural non-farm means such places as Woodside, Marin County and in the San Ramon Valley near Walnut Creek.

Thomas and Whelpton report shows why we will not have a surge of population for there will come a peak in our population of 160 million (1940—132 million) about 1985 or earlier, after which there will come a decline. This time, therefore, let us plan on land-use and dwellings for their purpose

and not mistakenly assume there will be a miracle which will provide a market for the use of ill-fitting cast-offs. If we are to make this complete type of plan it must have a metropolitan basis.

Housing is regarded as one of the key demands for full employment. Two facts help us to understand why this is so. First both in 1926 and in 1934 (which means in both good and bad times) residential construction cost was three times that of the sum of commercial and industrial construction costs. It is interesting and pertinent, too, to find that the housing in a city occupies over three times as much area as does the sum of commercial and industrial areas. Here is a rough estimate of the use of the land in the city—a general picture only. I believe they are just now carefully compiling this for San Francisco in the office of the City Planning Commission.

Residential	35%
Commercial and Industrial....	11%
Streets	28%
Parks, Playgrounds, Semi-	
Public	26%

What is the overall picture of bad housing in the USA? Let us examine the number of substandard dwelling units both nationally and locally. "Substandard," as shown in simple census terms, means a dwelling that lacks either an indoor flush toilet, or a private bath, or needs major repairs, or has any combination of these failings. Here in San Francisco, as in New York, we have certain crowded conditions which are not properly catalogued as substandard by the above tests so there is a tendency for our figures to appear better than really is the fact.

In round figures—of the 23 million reported dwelling units in metropolitan areas there are 6 million substandard which means that some 30% are not good dwelling units. Of the 450,000 reported dwelling units in the San Francisco-Oakland Metropolitan area there are 72,000 substandard which means that at least 16% are not good dwelling units.

Median rent value ($\frac{1}{2}$ pay higher- $\frac{1}{2}$ pay lower) in the metropolitan areas of the nation is \$27 per month per dwelling unit. In the San Francisco-Oakland area this is \$33.

Median substandard rent value in the metropolitan areas of the nation is \$15 per month per dwelling unit. In the San Francisco-Oakland area this is \$18.

It should be borne in mind these figures are as of the 1940 census. It is fortunate that 1940 was a census year for the 1939-1940 years are as undistorted as any of recent times for we had climbed from the mid-depression

years—and yet it was before the severe dislocations were brought about by our own entrance into the war.

When the discussion centers around blight and decay, in the main it is of these 72,000 dwelling units you are thinking. But these families must be provided for if their dwellings are to be torn down. To have them scattered and attempt to find quarters for the same rent they are now paying would be to create the blight anew which we are attempting to eliminate. While provisions need not be for rehousing on the same spot, of course, it would be a social crime to redevelop substandard areas without providing for the present tenants. This points to some type of metropolitan control which can develop a program to meet an overall need.

It is generally conceded that a normal profitable rent is about 12% per year of the capital value—such value includes both land and structure. Let us take the rent of the substandard dwelling units in this area of \$18 per dwelling per month, and if it is assumed earns such a percentage as mentioned above, the capital value of the land and structure is \$1,800. Such I found to be true in the Cambridge area when I carefully looked up the rents and the assessed value of each piece of property which I proposed to redevelop. This is staggering and disheartening for it certainly spells subsidy if one is to rehouse those who pay this rent.

Turn now to sources which give us costs on a nation-wide picture and soon appears how great is the gap between the rent paid and the economic rent for good housing.

The Federal Housing Administration (FHA) issues mortgage insurance to lending institutions for private construction. In 1940 the average value of the property upon which the loaned was \$5,200—based upon over 150,000 one-family units. The FHA also provides the following data on rental units which is based on the cumulative dwelling units from the start of the program to and including 1940. The average cost was just under \$5,000, based upon over 30,000 units and the average rent was just over \$4 per month.

The United States Housing Authority (USHA) which operates under the 1937 Housing Act, whose avowed purpose is slum clearance, tells us the following. By the end of 1939 they had the experience of constructing 65,000 dwelling units at the average cost of a little under \$4,500. This cost included the usual items except the cost of the slum buildings which were torn down. The economic rent of 12% per year would

result in a necessary rent of \$45 per unit per month if such housing were built for profit. In the case of the USHA the rent was reduced by an outright subsidy and partial tax exemption as well as by large scale construction and operating economies, low interest charges and 60 year amortization.

The difficulty of our problem will be clearly pointed up when we tabulate the rentals (includes imputed rent for ownership) of this metropolitan area.

One third pays under \$27.00 per month per unit.

One third pays from \$27 to \$40 per month per unit.

One third pays over \$40 per month per unit.

This means that if the costs for land and building could be brought down to \$4,000 only the top third or our population could afford to live in them and pay the economic rent of 12% per year.

This brings us directly into the legislation which is being discussed at both national and state levels. The California Housing and Planning Association has published an excellent pamphlet called "A Chart for Changing Cities." This carefully outlines the Thomas and Wagner Bills at the national level and the qualities of the various state bills which have passed, are pending, or will be proposed. If we are realistic and try to face the problem squarely without any mysterious abracadabra here is the problem stated in its simplest terms: How much inducement to private capital must be offered by way of eminent domain and tax exemption to bring about action? At the same time realizing the necessity of a parallel social program which will care for the displaced tenants. Let us also be frank enough to call tax exemption a subsidy. And, too, we must always realize that the deficit between \$40 and \$18 rental per unit per month must be met by some method.

At a conference on Urbanism the following was written by Walter Gropius and Martin Wagner: "Land has been traded across the counter of real estate offices as though it were a commodity. But land is not a commodity; for unlike buildings it cannot be produced nor moved nor replaced." We may well come to regard land as we do water supply and sewage disposal and seek to hold it free of speculative character. The situation in the cities at present shows that ownership and taxation must not be allowed to distort land-use from its best social purpose. The very disregard of this has brought about the jam we are now in.

The following list of brief conclusions I would leave with you:

A Metropolitan Area Authority is needed which shall have far-reaching legal powers. One of the chief of these being land-use control.

Decentralization proves that families want space, light, air, and freedom from noise and traffic danger. Any successful urban redevelopment scheme must furnish these.

No over-all solution is to be found in any present state legislation such as now exists in New York State, Illinois, etc. California must reappraise the problem and start anew.

On the social and economic side, urban redevelopment must face and solve the following:

Public acquisition of large areas both inside and outside the cities with some method of writing off part of the paper value where necessary.

Rehousing, somewhere, for displaced families which means maximum economies in private enterprise plus subsidized public housing where necessary.

Realization that the whole movement means more controls rather than less.

A point of view which recognizes the need of having local democratic participation with emphasis on the neighborhood unit idea.

"FREE" PLANS

Dear Mr. Hughes:

During a visit with friends from Texas today a statement was made relative to the architectural profession, which I want to pass on to you, as it will no doubt interest you as it did me.

These friends were from Ft. Worth and, even though only there a short time, they have decided to make it their permanent home.

Previously they had lived on the outskirts of Detroit where, when ready to build a house they visited the closest lumber dealer who supplied them plans. In Ft. Worth they wanted to do the same thing, get some plans, so that as soon as conditions permit they could start building. They were dumbfounded when the lumber dealers in that area told them they would have to get their plans from a registered architect. The family is of moderate circumstances and do not intend to spend more than \$5,000 to \$7,000 but even so they were told they must consult an architect.

That being the case, all I can say is, "more power to Texas."

Sincerely yours,

D. CARLTON BELL, A.I.A.

REGISTRATION BOARD, for Michigan Architects, Professional Engineers, and Land Surveyors, 307 Transportation Bldg., Detroit, has just issued its Consolidated Annual Report, including roster of all registrants, by-laws, rules and regulations of the Board. This 108 page book will soon be mailed to all Michigan registrants. Watts A. Shelby is executive secretary; C. T. Olmstead, secretary, and Irene Weil, office assistant. The Report, to His Excellency, Harry F. Kelly, Governor of Michigan, was signed by Louis C. Kingscott, A.I.A., chairman.

* * *

ADRIAN N. LANGIUS, A.I.A., Director, Michigan State Administrative Board, Building and Construction Division, has issued a Report to the Michigan Planning Commission. The Report, a 60-page booklet entitled, "Recommended Allocations from the Proposed State Building Fund," is an analysis showing, by year and by institution, how the expenditures may be distributed. The analysis derives from consultation and communication with the administrative heads of the agencies and represents the most recent opinions on these matters. Taking, in turn, Michigan's various buildings devoted to education, mental hygiene, general government, public health, public welfare, safety and regulation, the report makes recommendations for maintenance and expansion amounting to a total of \$59,253,650, extending through 1949.

* * *

ROBERT T. BROOKS, executive vice-president of the American Institute of Steel Construction, has issued an appeal to the structural steel and fabricating industries to aid architects and engineers to expedite the work of post-war construction programs.

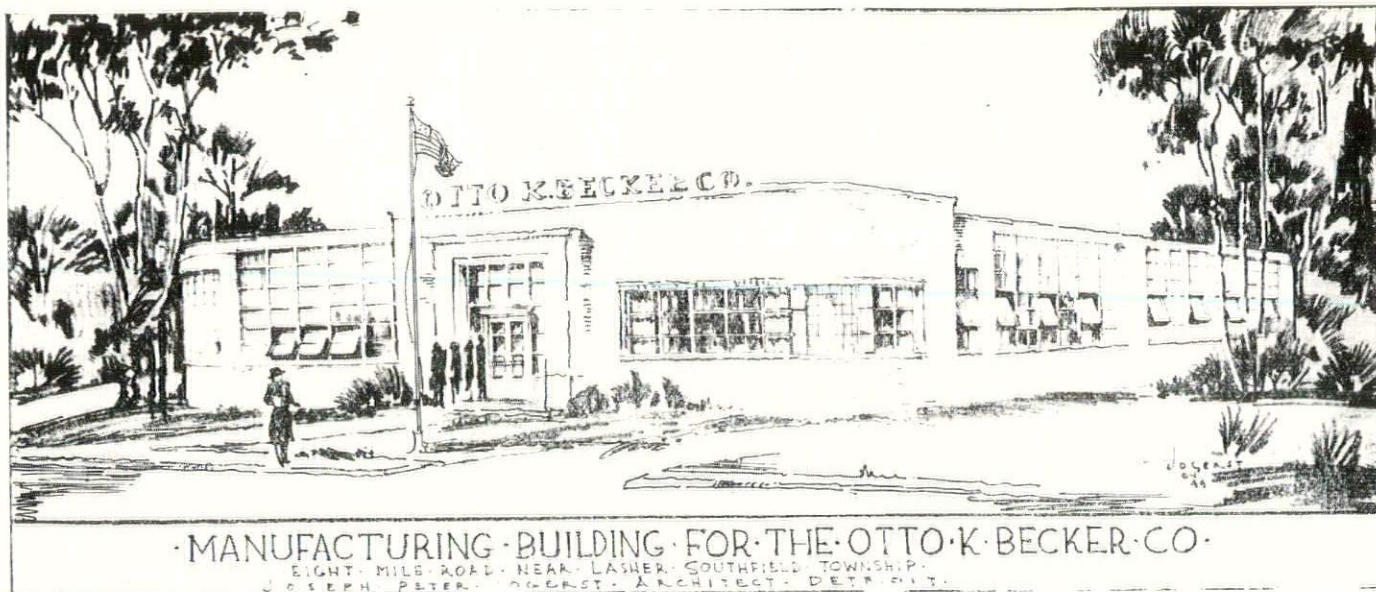
Mr. Brooks disclosed that a group of Institute engineers had been brought to New York City from outlying districts in order to assist in the huge New York postwar construction program, architectural contracts for which are now being awarded.

* * *

HENRY H. GUTTERSON, A.I.A., of Berkeley, Calif., has resigned his post as West Coast head of the USO, to resume his practice of architecture.

* * *

NAT'L. ASS'N. OF HOUSING OFFICIALS are distributing "Housing for the United States After the War," a report of its Committee on Postwar Housing. This report, outlining the principles for a comprehensive housing program for the nation, may be had at fifty cents per copy (discount on quantities, by addressing N.A.H.O., 1313 E. 60th st., Chicago 37, Ill.



Plant for the manufacture of surgical appliances, now under construction, Joseph P. Jogerst, A.I.A., Architect

PIECEMEAL BLIGHT MEASURES INEFFECTIVE

N. Y. Civic Design Group Urges More Fundamental Approach

Deterioration of American cities has reached alarming proportions according to a report of the Committee on Civic Design and Development of the New York Chapter of The American Institute of Architects of which Grosvenor Atterbury is chairman.

New York City, the committee points out, suffers from a heavily deteriorated physical environment, and may fail to benefit from an expected postwar building program, unless measures for more effective zoning regulations under a more efficient master plan are undertaken.

"The physical development of New York City in the postwar period is fraught with all of the dangers inherent in the traditional building boom, which is expected to mark the resumption of construction activity," the report says.

"Experience has shown that building booms, uncontrolled by a master plan and an effective zoning of land uses, leave trails of wreckage in their wake, adding layer upon layer of obsolescence, as a result of which the city's organism becomes incrustated and atrophied.

"New York's situation resembles that of other cities of this country, particularly the older ones. So serious is the physical deterioration in most American cities that experts are beginning to question the ability of the larger urban centers to produce a satisfactory way of life in their present form.

"Whatever may be said regarding this opinion, the facts all point to one conclusion; that is, that our cities cannot

continue indefinitely in their present condition. The situation is clearly one requiring a much more fundamental approach than has hitherto been made to the problems of the physical environment within the city.

"Experience has shown that the accepted policy of piecemeal readjustments and temporary measures has failed. Such palliatives have not even arrested, much less reversed, the process of slow deterioration that has been in progress for many years. The stage now reached by New York City, where buildings are deteriorating faster than they are being replaced, certainly has far-reaching implications.

"They indicate that an easing of the burden of real estate taxation, advocated in some quarters, is, by itself, not only a minor factor in solving the problem, but that this financial burden is inextricably wound up with all the physical factors involved in the problem.

"Although the deteriorated physical condition of New York City requires a major operation, this operation is economically possible provided it is carried out under a well-considered long-range policy. The basis of such a long range policy must be the adoption of a thoroughly effective master plan and a comprehensive re-zoning of the City's land uses—two requirements that are now lacking. Furthermore, the time to act is now."

The present zoning and master plan procedure in New York City, the Committee finds, are inadequate to such an extent that in effect there results a city-wide condition of maladjusted and unbalanced land uses, and a disorganized traffic problem.

"This, together with other factors, will continue to lead the city along the

downward path of physical deterioration which it follows, and which inevitably leads to insolvency", the report continues.

"Evidence of this deterioration is widespread throughout New York City. Contrary to the prevailing conception of the public, deterioration is not confined to the slums or to the blighted areas. The process affects all classes of structures. It extends to office and loft structures, and to docks, terminals, and warehouses. Another of its characteristics is traffic congestion within the areas affected.

"Congestion of traffic is most acute in, but not confined to the newly and densely built-up central districts, such as midtown and downtown Manhattan. In these central districts depreciation is far more extensive than meets the eye. A consideration of the finances of structures, even of many properties that are comparatively new, reveals a strong trend towards premature economic obsolescence."

Other members of the committee are: Arthur C. Holden, secretary; Cameron Clark, Charles Downing Lay, Jacob Moscovitz, Perry Coke Smith, and Robert C. Weinberg.

JOHN NORMILE, A.I.A., of Des Moines, Iowa, Associate Editor of *Better Homes & Gardens*, was the speaker at the Home Builders' Post War Home Planning Series, in Rochester, N.Y., on June 19.

Normile, who discussed "The House of Tomorrow," is a former president of the Iowa Chapter of the American Institute of Architects. A practicing architect for 20 years, he has lectured widely on new methods in home construction.

ROCKFORD'S MUNICIPAL WATERGATE

Architect Raymond Orput Proposes
Beautification of Illinois City's
Riverfront

Plans of Architect Raymond Orput to elevate the State street river crossing and to beautify the east river bank of downtown Rockford are fairly staggering, and yet, he says, "In presenting a plan for what I choose to call Rockford's Municipal Watergate or Civic Center, I offer it with the belief that such a plan could be achieved very easily with proper cooperation of the various governmental and semi-governmental bodies coupled with the aroused interest on the part of the citizenry.

"Rockford's Municipal Watergate would stand as an imposing, efficient and beautiful gateway to the City. As such, no thought whatever should be entertained of East or West side, since such a development at Rockford's water edge would result in the immediate establishment of a metropolitan district for down town Rockford, the beneficial effects of which would reflect themselves to both sides of our river making our 'loop' district one unit instead of two.

"Rockford has been placed in a B classification of population war growth as compared with the Peoria, Illinois, C rating by Philip M. Hauser, Assistant Director of the U. S. Bureau of Census, but Mr. Hauser predicts that these positions

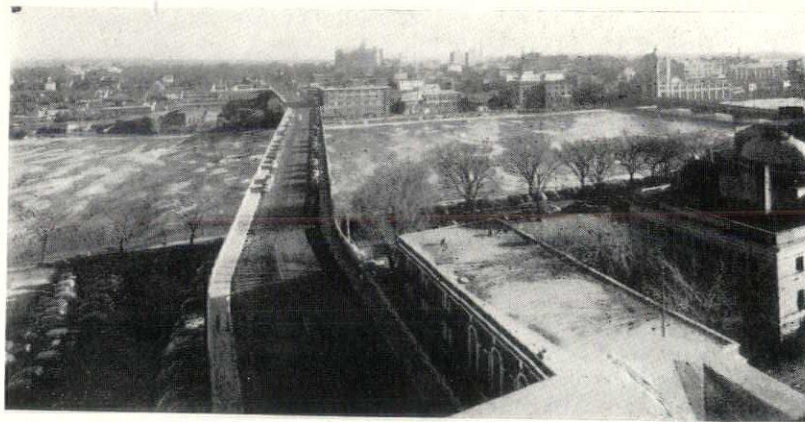


Mr. R. Orput

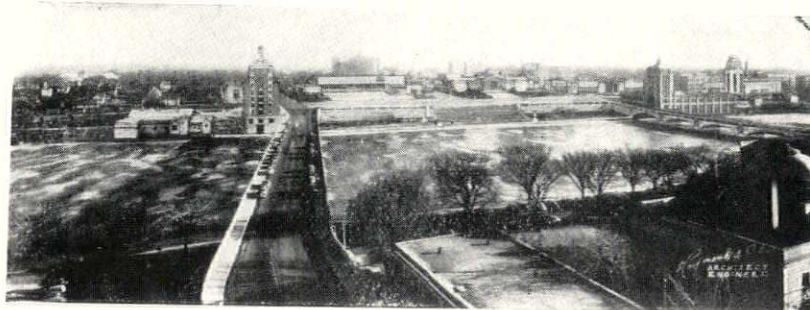
possibly might be reversed again, in the post war era, Rockford's Municipal Watergate development could undoubtedly prove a major contribution to upsetting Mr. Hauser's post war predictions. Rockford would become then the second largest city in Illinois and at the same time enjoy a civic betterment of inestimable scope.

"We have decisions to make. If we do not make them ourselves as a city, they will be made for us by the Federal or State Governments. Rockford's business district at present is divided

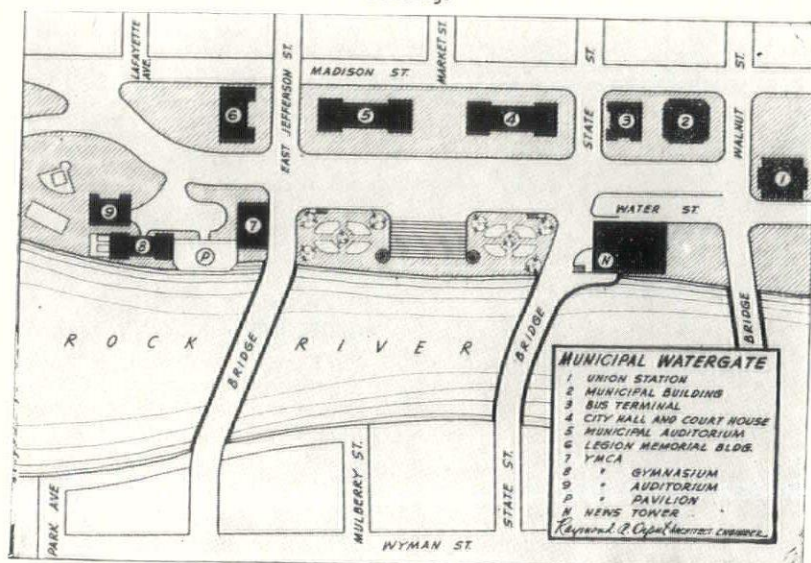
See ORPUT—Page 10



Above is a view of Rockford's existing waterfront and below as Architect Orput visions it, with new buildings superimposed.



Plan of proposed Rockford development, showing existing and proposed Buildings



RAYMOND A. ORPUT, A.I.A., Architect and Engineer, is a member of the City-County Planning Commission of Rockford, Winnebago County, Illinois. He is a graduate of the College of Engineering of the University of Illinois in 1924. His education was in the field of civil and architectural engineering. In the year 1927 he took a course in Class A Beaux Arts Design in the Architectural School of the University of Illinois and entered the practice of Architecture and Engineering in 1928 in Rockford. During the depression years of 1933-37 he was City Engineer in the City of Rockford and designed and directed construction engineering projects amounting to several million dollars. His architectural activities have been largely confined to public works, such as schools, hospitals, and housing projects. Public Housing projects, totaling approximately \$2,000,000, were designed and supervised by him for the Winnebago County Housing Authority. A School Building designed by him was featured in the Architect's Ball Program of 1940 in Chicago, by the Portland Cement Association. Large photographs of this building have also been hung in the halls of the Bliss Building in the College of Engineering of New York University, as an illustration of outstanding work in monolithic concrete design.

ORPUT

(Continued from Page 9)

into two sections by Rock River, and its unsightly East river bank is relieved only by the commendable News Tower Building. That this fact has injured our city's growth is evidenced in many ways. Outside governmental bodies have heretofore tentatively proposed the establishment of a sunken North-South Express Federal Highway on Winnebago Street.

"The main cost of the Municipal Watergate Project can be summed up in one word, cooperation. It will mean the changing of the preliminary decisions of certain important governmental and semi-governmental groups, none of which has proceeded far enough to be irrevocable. When cooperation is established and the goal of the Municipal Watergate agreed upon, and a cold conservative analysis of our financial resources are made it will be found that the project is well within our local financial ability to handle without undue load on the tax payers."

From the accompanying illustrations, it can be seen that, in order to quickly visualize the possibilities, the architect has superimposed buildings on the original photographs. For this he used sketches already made for proposed buildings, the purpose being to stimulate enough public interest in the general scheme to gain authorization for an overall study.

A. D. CHIDSEY, JR.

Andrew Dwight Chidsey Jr., 64, well-known architect and historian, died of a heart attack at his home in Easton, Pa., on June 22.

A native of Easton, he was a graduate of Lafayette college with the class of 1901. In early life he was employed as a civil engineer by the Lehigh Valley railroad. Later he began practice as an architect. Widely-known as a historian, he was the author of two books dealing with the early history of Easton. At the time of his death Mr. Chidsey was engaged in extensive postwar planning projects for the city of Easton, serving as chairman of the Easton City Planning Committee.

With Charles R. Roberts of the Lehigh County Historical society and Henry F. Marks, librarian of the Northampton County Historical society, he edited a history of the Lehigh Valley that was published in 1941.

He was the president of the Fire Insurance Co. of Northampton, president of the board of trustees of the Easton Public Library and president of the Northampton County Historical society.

DRAFTING SUPPLIES SENT TO RUSSIANS

A shipment of precision drafting instruments and architectural supplies left recently by airplane for Moscow, the gift of architects and engineers of Southern California, to architects in charge of the reconstruction of the devastated cities of the Soviet Union.

The American Institute of Architects, Los Angeles Chapter, addressed a special greeting to the Academy of Architecture in Moscow, and engineers of Douglas aircraft sent a set of drafting instruments and slide rules to the workers of the great Freser plant in Moscow.

OBERDICK RECEIVES DETROIT CHAPTER AWARD

The award given by the Detroit Chapter for the past several years to the student chosen by the Faculty of the College of Architecture and Design at the University of Michigan has just been given to Willard A. Oberdick, Mid'n, U.S.N.R. Midshipmen's School, R 1226 Tower Court, Chicago 11, Illinois.

It has been the understanding in the past that the student chosen would use the sum of \$75, constituting the award, for travel in the interests of architectural education. Usually the recipient has later reported to the Chapter, on several occasions showing photographs or slides of the material gathered.

Mr. Oberdick left the University as a senior in February, 1944 for training in the Navy. He was an excellent student in architecture and is anxious to resume his career on release from duty with the Armed Forces. He writes that since he has been stationed in Chicago he has had an opportunity from time to time to visit important work in architecture there.

GEORGE HEWITT

George Hewitt, A.I.A., for 38 years a member of the firm of Lee & Hewitt, of Patterson, N.J. died on June 25.

A graduate of Stevens Institute of Technology, Hoboken, with a degree in mechanical engineering in 1896, Mr. Hewitt studied privately for his certificates in architecture and civil engineering. He was an engineer from 1896 to 1906 for the Passaic Rolling Mills.

During the first World War he was with the Army ordnance office in Boston, and in 1941 was appointed consulting engineer during the building of Navy dry-docks in Bayonne, N.J. From 1934 to 1938 Mr. Hewitt was Passaic County engineer.

Among the edifices his firm designed were the Catholic Church of the Holy Redeemer, Freeport L.I., and the Clifton, N.J. high school.

FLORIDA ASSOCIATION OF ARCHITECTS met on May 20, the subject of discussion being Post War Planning. Rudolph Weaver, director of the School of Architecture of the University of Florida, was the principal speaker. James A. Stribling of Tallahassee is president.

E. V. DURLING says: "All experts seem agreed the postwar home building boom is going to be really terrific. "Little Blue Heavens" will be built by the thousands. Needed for this forthcoming boom are more teams of male and female architects. The female member of the team should be a housewife of long experience. Reason so many women find taking care of a house requires many hours per day is in most cases the fault of the architects. Having no housekeeping experience, the male architects have entirely ignored the angle of housekeeping efficiency. So, sir, if you want your wife to be contented and any domestic help you may engage to be happy I suggest you have your house plans made by a team of male and female architects."

LONG BEACH, Cal., Architects Association, represented by Hugh Gibbs, Kenneth Wing, Hugh Davis, and Sam Feldman, recently appeared before their City Council and urged the budgeting of \$100,000 to begin postwar planning now. Councilman Fickling proposed a public improvement fund of \$2,500,000 to start.

ARTHUR C. HOLDEN, president, New York Chapter, A.I.A., and member of the firm of Holden, McLaughlin & Associates, has been employed by the city of White Plains, N.Y., to complete a survey of its blighted areas, showing existing conditions and suggesting future plans.

From previous studies made in White Plains, Mr. Holden already has considerable data in his files. He was first engaged a year ago to set up the postwar planning program there. Recently he has done extra work on a per diem basis, leading up to the study to be made now.

WILLIAM H. GOMPERT, A.I.A., has bought a group of five four-story store and apartment buildings at 839-47 Third ave., and a one-story business and storage building at 205-07 East Fifty-first st., in New York City. Mr. Gompert is considering plans for a center for antique and art dealers on the property.

LIEUTS. THEODOR MASHETZIN AND VICTOR DOLGPOLOV, Russian Navy officers aboard the tanker "Red Star," were taken on a tour of the Hollywood studios. They asked to meet a movie star, and on the set of Hunt Stromberg's "Guest in the House" they were introduced to Anne Baxter. "Her grandfather," the Russians were told, "is the celebrated architect, Frank Lloyd Wright, whose work has been the inspiration for many of Russia's new buildings" . . . The officers were duly impressed, and requested an autograph. Before they left the studio, they were presented with Miss Baxter's autograph.

"Thank you, but this isn't what we asked for," the Russian officers insisted. "We would like the grandfather's autograph."

* * *

CLAIR W. DITCHY, BRANSON V. GAMBER AND HENRY F. STANTON, members of the Detroit Chapter, have been elected Fellows of The American Institute of Architects. Formal presentation will be made at the next Institute Convention.

* * *

DETROIT'S GEO. DIEHL, A.I.A., with his family, is spending this week in New York City.

CINCINNATI CHAPTER, A.I.A., held its last meeting of the season on June 27, at which Robert Metcalf of Dayton, an authority on stained glass windows, gave an illustrated talk on some of the outstanding windows in Europe and America. Standish Meacham, chapter president, presided.

* * *

FOUR ARCHITECTURAL periodicals are sponsoring an effort to obtain the McGraw Medal for Cooperation for Carl Snyder, who, when he lived, was a constructive force in the electrical world and at General Electric in particular.

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No. 29

MR. MOSES DISSECTS THE 'LONG-HAIRED PLANNERS'

THE PARK COMMISSIONER PREFERS COMMON SENSE TO THEIR REVOLUTIONARY THEORIES.

By Robert Moses, Commissioner of Parks, New York City

From the N. Y. Times Magazine, June 25, 1944

In municipal planning we must decide between revolution and common sense—between the subsidized lamas in their remote mountain temples and those who must work in the market place. It is a mistake to underestimate the revolutionaries. They do not reach the masses directly, but through familiar subsurface activities, they teach the teachers. They reach people in high places, who in turn influence the press, universities, societies learned and otherwise, radio networks, the stage, the screen, even churches. They make the TNT for those who throw the bombs. They have their own curious

lingo and double talk, their cabalistic writings, secret passwords and abracadabra.

First, let's have a general look at the "Beiunskis." A Beiunski is usually a refugee whose critical faculties outrun his gratitude to the country which has given him a home. He is convinced



Mr. Moses

that we are a pretty backward people and doesn't mind saying that they ordered things better in the old country. "Bei-uns," he says, they did it this way.

The fact that we happen to like our awkward and primitive ways will not turn any genuine Beiunski from the stern task of teaching us how really cultured folks should behave. You have to be quite humorless to be a good Beiunski.

Only the other day a famous Beiunski, author of God knows how many books, sufferer for years from logorrhea and now living in a hotel overlooking one of our New York parks, wrote this gem of advice and ponderous fun to the Mayor for transmission to the city Park Commissioner:

"My dear Mayor: As I know that you take small things as earnest as the so-called big things, I beg to communicate:

Daily I enjoy the skating on the small

lake at the south end of Central Park. By two small improvements many occasions for falls could be avoided:

1. The wood bridge leading from the dressing room to the ice is so overused that it should be renovated.

2. In Europe we used to spread water on the furrowed ice at night, so that it might freeze over until the morning, and therefore form a smooth surface again."

Hoping that you could find for me a quiet hour during the next month, I remain, dear Mr. La Guardia,

Yours very sincerely—

(*If there is a lack of workmen, I would be glad to do it myself every evening with a watering can and a flashlight.)

See MOSES—Page 4

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NOTED CALIFORNIA ARCHITECTS CONDUCT HOME PLANNERS' INSTITUTE

California's nationally famed Home Planners' Institute, first postwar planning course of its kind in California and the first offered anywhere in the U.S.A. under public school sponsorship, closed May 23 after an 18-week series of Tuesday evening meetings.

Twenty or more lectures, mostly prominent architects and building experts of the Los Angeles metropolitan area, took part. Four hundred men and women including 70 from neighboring cities enrolled, and attendance averaged over 150 for the entire course.



Mr. Hagedohm

The impressive list of nine well known architects who spoke before the institute audiences, included Senor Carlos Contreras, Mexico's internationally famed city planner, Walter R. Hagedohm, Captain E. Allan Sheet, Paul Robinson Hunter, Vincent Palmer, Van Buren Livingston, Paul J. Duncan, Sumner Spaulding, and Professor C. Raimond Johnson of the U.S.C. school of architecture and fine arts.

Two other well known speakers were Walter Doty, editor of Sunset magazine and J. Frazer Rae, authority on plastics.

Gave Practical Pointers

Offering many practical suggestions for residential planners were two municipal building inspectors, Melville G. Riddle, of the City of Pomona; Walter Putnam, City of Pasadena; Harry Hanson, Los Angeles residential contractor, and J. B. Davis, chief plumbing inspector for Los Angeles.

W. H. Geyer, outstanding utilization engineer, discussed systems of heating and air conditioning. Three authorities spoke on phases of illumination and other electrical service: A. B. Smedley, adequate wiring; R. A. Buckby, "right and wrong" plans for interior lighting; and F. B. Nightingale, achieving artistry in patio and garden illumination.

32 Sponsors Assisted

Edgar Harris Wileman provided a highlight of the course with his address on modern interior decoration. Charles E. Berry, vice president, Federal Home Loan Bank of Los Angeles, closed the course May 23 with an explanation of methods for financing the new home.

The Organization

"This movement is working out beautifully here in Southern California, and the organization of the northern section was started last week. We work through the school districts and boards of education," says Hagedohm.

"The Adult Education Division of the School system here in California is ideal for the set-up. Each community sponsors its own Institute. The School authorities contact those in the construction industry, banks and building and loan institutions. They usually secure 30 paying sponsors, who put up ten dollars each. This is used for newspaper advertising only. The speakers are not paid. Some districts at a distance pay the transportation. We have approximately 20 architects who lecture on various phases of home planning. Some are grouped in teams of two, and they handle the same subject at each place they are sent to. A schedule is made in advance so the speakers all know when and where they are to speak. Publicity on each speaker is sent out in advance to each community.

"The main central committee handling this work is a Steering Committee composed of many representatives of the architects, engineers, contractors, electric, gas and water utilities companies, the State, City, and County boards of education, banks, building and loan Associations, heating and ventilating, plumbing, and other branches of the construction industry. An executive and program committee of three, of which I am a member, prepare the programs and try to keep all of the Institutes in a similar set-up in order that there will be some orderly sequence of subjects and that the lectures will not be duplications of information. This is very important and requires a great deal of work.

"The Institutes offer a great opportunity for real public relations on a fine basis, and certainly the people of Southern California are getting an opportunity of learning what an architect is and does, among other things. They are also learning the necessity of having their building work planned by men trained in that particular line of work. This is done indirectly, but in a most effective way," concluded Mr. Hagedohm.

RUSSELL ENGINEERING CORPORATION has moved from 607 Shelby St., to 1300 Penobscot Bldg., Detroit 26.

J. IVAN DISE, A.I.A., 2631 Woodward Ave., Detroit, has for sale a number of drafting tables, desks, chairs, etc.

ENGINEERS CALL FOR REGIONAL AIRPORT PLAN

To assure Detroit and the Metropolitan Area of an adequate system of properly located airports and landing fields to meet the requirements of the coming air age, there is urgent need for a comprehensive Air-Pattern Plan covering the territory embraced by Wayne, Macomb, and Oakland Counties. This is the opinion expressed by the Civic Affairs Committee of The Engineering Society of Detroit in communications addressed to Mayor Jeffries and the Boards of Supervisors of the three counties named. The opinion is shared by the Citizens' Housing and Planning Council of Detroit, and the Aero Club of Michigan.

The Civic Affairs Committee, after considerable study of various forms of transportation, points out that the great strides in aviation brought about by the war may be expected to bring revolutionary changes in our earlier peacetime methods of travel and shipment. This means, they claim, that the matter of providing airport facilities involves more than the development of a single airport. Rather, there will be need for several airports and landing fields of different size and character scattered throughout the local area. These must be capable of accommodating the great postwar transoceanic and transcontinental transports; freight and cargo planes of different kinds and sizes, both local and long distance; smaller local passenger planes, and a variety of commercial and privately-owned planes, including private and taxi-helicopters. In addition, there will be need for plane repair depots and facilities for experimental, development, and training purposes.

The Engineers state that all such traffic cannot be handled at one airport, and that it is not logical to assume that a single airport location could serve all the needs of a wide-spread metropolitan area. Industrial airports will be needed near manufacturing centers, the main air passenger terminal should be so located as to be quickly accessible to Downtown Detroit, and the various small airfields and landing strips should be located close to the people and businesses they are to serve if the advantages of the speed of air transport are to be fully realized.

THIRD GOLF OUTING
Tuesday, July 18, 1944
ARCHITECTS-BUILDERS' & TRADERS
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 Tee Off 1:30 to 3:00 P.M. Dinner 7:45 P.M.
 Golf Only 2.50 — Dinner Only \$2.85
 (Incl. Tax and Service Charge)
GOLF — DINNER — PRIZES.....\$5.35

MOSES

(Continued from Page 1)

Let us look now at the writings of Eliel Saarinen, who was born, educated and practiced architecture at Helsingfors, Finland, came to the United States and founded the Cranbrook Academy of Art in Michigan. Saarinen is one of the really great architects of our time, who forsook his profession to become a revolutionary planner. He is bitter about our faults. Saarinen believes in what he calls "organic decentralization." Here are some of the things he says about it in "The City—Its Growth—Its Decay—Its Future":

"... concentration in the overgrown cities has caused compactness and disorder and, through these, deterioration and the spread of slums... the only remedy in such circumstances is a decisive surgery which can bring openness into the compact urban situation, and which—if executed gradually according to an organically comprehensive scheme—is the surest road... toward 'organic decentralization'... It might be true, perhaps, that the most direct way of reaching this goal would be to try the decentralization principles on actual town-building, so as to gather experience through practical realities rather than through theoretical generalities. However logical such a thought may sound, it must be borne in mind that in 'practical realities' organic decentralization is a slow process... Matters being so, it is necessary for the time being to lean upon illuminating reasoning."

This "illuminating reasoning" leads Saarinen straight into communal land ownership. Here it is in the usual jargon:

"Transference of property rights is an essential part of the processes of organic decentralization... This law is so much the more necessary because of the fact that transference of property rights to a considerable degree means a corresponding transference of people from one location in the city to another."

Obviously, Saarinen thinks he can apply Scandinavian experience to American conditions. This is the way they do it in Stockholm, according to John Graham Jr. in "Housing in Scandinavia."

"In the Inner City, property owned by the city is sold to private enterprise at prevailing market prices. The city may also sell its land in the Inner City area at a figure lower than the market value when the city is assured that the land will be put to a social use, or, as expressed by the Stockholm authorities, 'when the city is certain that the benefit of the low price of the land will actually redound to the good

of the tenants and not to the advantage of the purchaser'."

If this strikes you as pretty strong stuff, have a look at another distinguished foreign figure in our midst, Walter Gropius. In his biography in "Who's Who" Professor Gropius describes himself as born in Berlin, founder of the Bauhaus School of Architecture, which he moved from Weimar to Dessau in Germany and thence to Harvard and Chicago Universities. The Bauhaus School is known for functionalism, abstract art and other brilliant and revolutionary ideas.

Intelligent Americans are just beginning to realize that Gropius is hurting our architecture by advocating a philosophy which doesn't belong here and fundamentally offers nothing more novel than the lally column and the two-by-four timber. Here is a quotation from "The New Architecture and the Bauhaus":

"It was realized that the present plight of our cities was due to an alarmingly rapid increase of the kind of functional maladies to which it is only in the natural order of things for all aging bodies to be subject; and that these disorders urgently called for drastic surgical treatment... Once the evils which produce the chaotic disorganization of our towns have been accurately diagnosed, and their endemic character demonstrated, we must see that they are permanently eradicated. The most propitious environment for propagating the New Architecture is obviously where a new way of thinking corresponding with it has already penetrated. It is only among intelligent, professional and public-spirited circles that we can hope to arouse a determination to have done with the noxious anarchy of our towns."

Still another prominent modernistic architect, Eric Mendelsohn, formerly, practicing in Germany and now settled in this country, in a recent lecture at the University of California, contributed this little "ipse dixit" to the solution of the city traffic problem:

"In the master town plan motor traffic will by-pass the city area, or run as part of an independent speed network from end-stations and flying fields, underground, to the focal points of industrial, business and residential quarters, thus clearing the city of all surface mechanical traffic."

This certainly is a cute trick if you can do it.

A few months ago there appeared in Time an illustrated tabloid article under the heading "Science" about an engineer-architect, described as a widely famed city planner in Britain and on the Continent before the war, now

studying United States city problems on a grant from the American Philosophical Society, with the help of his wife, a physicist teaching at Queens College, and a Harvard architect of the Bauhaus School.

The studies of this group convinced them that Manhattan's basic trouble is hardening of the arteries. It may be mentioned in passing that many radical planners habitually compare municipal diseases and cures to those of the human body. This little group of earnest thinkers begins by ripping up Manhattan's midriff. A belt highway is installed eighty feet high, with six separate levels for trucks, buses, passenger cars, etc., including two levels for parking. Avenues a century old are eliminated, together with 90 per cent of the present crosstown streets. Fifteen present blocks are thrown together into each of a group of separate villages. The estimated cost of \$250,000,000—about one-fifth of the correct figure.

The British revolutionary planners have had great influence here. Let us, for example, take this description in The Architectural Forum of November, 1943, of the Uthwatt Report prepared by the Expert Committee on Compensation and Betterment and presented to the British Parliament in September, 1942, by the Minister of Works and Planning:

"... the committee proposed (1) immediate nationalization of all development rights by purchase for fair compensation in the name of the Authority; (2) all new development to be prohibited unless initiated or approved by the Authority; (3) all land to be used for new development to be acquired at fair value (less 'development right') by the Authority and leased to the developer."

The Forum article did not exaggerate, if we judge by this direct quotation from Mr. Justice Uthwatt's committee, one of those little gems which blush unseen in the star-spangled galaxy lighting us from the midwife to the mortician:

"Immediate transfer to public ownership of all land would present the logical solution, but we have no doubt that land nationalization is not practicable as an immediate measure and we reject it on that ground alone."

Stalwarts who shudder at a 2-mill rise in the tax rate, who denounce postwar public works, who threaten the town with bankruptcy and ruin if municipal services are not drastically cut, demand that bureaucracy be curbed and howl dismally if zoning standards are raised sufficiently to insure light, air and decent living, praise Uthwatt and pass the dynamite.

So intrigued were the Luce publications by the Uthwatt line of reasoning that they endorsed the entire revolutionary scheme of land expropriation and promptly developed the thesis that the revolutionaries are the true strategists while the practical planners and doers are merely tacticians. Fortune in a recent number, entitled "City Planning: Battle of the Approach," said:

"Another principle of modern planning, either ignored or shunned by the strictly tactical school, is that in order to be fully effective, city planning must be based on public control of the use of urban land. This means all the land without as well as within the city limits that is ever likely to become in fact a part of the urban community.

"During all the popular emphasis on beautification, spectacular piecemeal attacks on specific urban problems, and half-baked public works programs, there has been growing in the minds of a handful of thinkers and planners a real grasp of fundamentals.

"Vast and complicated as the whole job may appear, there is no good reason to look upon it as impossible. Strategy, to be sure, does demand a broader view of the problems of an urban community in its entirety than has been taken thus far anywhere in the world, except by the starry-eyed planners so unpopular with Commissioner Moses."

In metropolitan planning the tacticians, if that is to be our name, adapt, modify, improvise, improve, boldly but with some respect for our heritage. How often do we have the opportunity to work with the blank page, the untouched canvas, the raw land? Jones Beach and the Long Island parkway system were an exception. Why didn't the strategists seize this opportunity? Simply because it was too tough and long a fight with politics, local and big estate opposition, legislative ignorance and stubborn nature. And, as to things nearer home, where vested interests are really entrenched, what strategists in the Harvard Schools of Architecture, Regional Planning and Economics and in editorial sanctums have been seen on the side of the angels in the sweat and mud of battle?

In a recent rather sour comment on the city's postwar program as reflected in the exhibit recently opened to the public, a well-known New York daily newspaper made this editorial comment:

"But the beauties of a program like this (unsustained as yet on any considered financial foundation) should not blind one to the fact that it does not reach to those fundamental factors of land use, land values, tax assessments, rents and building costs which really

determine the growth of a city. The program is a handsome poultice, standing ready to be slapped on the face of old New York when somebody provides the cash for the beauty treatment; it is in no sense a cure for the deeper problems which afflict her anatomy."

Let us see where this brilliant metaphor leads us. Poultices our plans may be, but is this editor really prepared to endorse the big surgical operation hinted at? Let's be sure of our diagnosis and not confuse the need of new plumbing with demands for a laparotomy. Let us remember that the surgeon is a bureaucratic government, reaching into our very vitals, and that the city might not recover from the shock of the operation. Moreover, who will pay the doctor's bill? Perhaps the patient isn't at death's door and merely needs a few vitamins. Would this paper support a program of Government ownership and control of land, drastic and arbitrary regulation of its use, complete deflation of the present real estate tax system and adoption of the foreign revolutionary program which obviously influenced its editor? You know the answer.

Now for Frank Lloyd Wright of Wisconsin, another brilliant but erratic architect and planner. Regarded in Russia as our greatest builder, he has been enormously popular everywhere abroad. He is the author of "The Disappearing City" and founder of the Taliesin Fellowship, described as a cultural experiment in the arts. Here are a few samples from Frank Lloyd Wright's "Modern Architecture":

"Even the small town is too large. It will gradually merge into the general non-urban development. Ruralism as distinguished from Urbanism is American, and truly Democratic."

Last year I received from Mr. Wright a copy of his book. "Taliesin" with a friendly note. The understanding was that the book would be passed around among the men upon whom I lean for advice. This reply summarizes their conclusions:

"While we were generally familiar with your publications and views, my little group of earnest thinkers, or rather constructors, have read the Taliesin Pamphlet and your more recent memorandum with considerable interest. The consensus of opinion is that we do not fully understand them. Some of the implications are most interesting, and, of course, we respect your accomplishments in the field of architecture, but it seems to us that you have taken on a little too much territory. Most of my boys feel that you would get further if you tried an experiment on a reasonable scale, frankly called it an experi-

ment, and refrained from announcing that it was the pattern of all future American living.

"There it is. You can't expect anything better from moles who are blind, crawl short distances under the earth, and have only the most limited objectives."

Then there is Lewis Mumford, lecturer on planning and author of "The Culture of Cities," an outspoken revolutionary, often quoted with approval by conservatives who obviously have no notion of the implications of his philosophy. Here are Mumford's Six Stages in the Cycle of the City:

"First Stage: Eopolis. Rise of the village community.

"Second Stage: Polis. An association of villages or blood-groups having a common site that lends itself to defense against depredation.

"Third Stage: Metropolis. Within the region one city emerges from the less differentiated groups of villages and country towns . . . It becomes the . . . 'mother-city'.

"Fourth Stage: Megalopolis. Beginning of the decline. The city under the influence of a capitalistic mythos concentrates upon bigness and power. The owners of the instruments of production and distribution subordinate every other fact in life to the achievement of riches and the display of wealth.

"Fifth Stage: Tyrannopolis. Extensions of parasitism throughout the economic and social scene: the function of spending paralyzes all the higher activities of culture and no act of culture can be justified that does not involve display and expense.

"Sixth and Final Stage: Nekropolis. War and famine and disease rack both city and countryside . . . the city of the dead; flesh turned to ashes; life turned into a meaningless pillar of salt."

The process is faintly reminiscent of the herpicide tragedy—"going, going, gone," too late for Mumford.

This brings us logically to my friend Rexford Gug Tugewell, professor, brain truster, former Under-Secretary of Agriculture and head of the Resettlement Administration, former chairman of the City Planning Commission of New York, now Governor of Puerto Rico, and author of "The Fourth Power," a book in which he advocates the establishment of a planning authority, with members chosen for life, wholly independent of and somewhat above the executive, legislative and judicial functions of the Government, as the last and absolute authority on all matters economic and physical.

Here is a revealing quotation from Dr. Tugewell's "The Principle of Plan-

ning and the Institution of Laissez Faire”:

“The intention of eighteenth and nineteenth century law was to install and protect the principle of conflict; this, if we begin to plan, we shall be changing once for all, and it will require the laying of rough, unholy hands on many a sacred precedent, doubtless calling on an enlarged and nationalized police power for enforcement. We shall also have to give up a distinction of great consequence, and very dear to many a legalistic heart, but economically quite absurd, between private and public or quasi-public employments. There is no private business, if we mean by that one of no consequence to anyone but its proprietors; and so none exempt from compulsion to serve a planned public interest. Furthermore, we shall have to progress sufficiently far in elementary realism to recognize that only the Federal area, and often not even that, is large enough to be co-extensive with modern industry; and that consequently the States are wholly ineffective instruments for control. All three of these wholesale changes are required by even a limited acceptance of the planning idea.”

This is the way the Fourth Power Planning Commission, called by Dr. Tugwell “the directive,” will proceed when they get control, as described by Dr. Tugwell:

“... evolution must necessarily be toward cooperative forms, collective customs, pragmatic morality and technically buttressed leadership; because this is what will give us the greatest product; and also because this is the only door to the future which is available to those who regard the avoidance of force as a necessity.”

In December, 1940, Dr. Tugwell, as chairman of the New York City Planning Commission, proposed a new and revolutionary plan of land use. Boards of trade and real estate organizations, as well as civic groups whose tendency is to the left, fell for this green-belt plan. A handful of realists blew it up. At the public hearing before the Planning Commission, at which Dr. Tugwell presided, I made this statement:

“According to the figures in the staff report, you propose to increase the area of the ‘green belts’ by about 48,000 acres. You propose, by the adoption of this plan, to notify the owners of one-third of all the taxable land in the city shown on the land-use map as ‘green belts’ that they are foolish to continue paying their taxes and that it’s just like throwing money in the sewer, since the land has no ‘economic future’ for residence, business or industry. Just what do you expect this

to do to property owners and to the city’s financial structure?”

“No one in this city has greater enthusiasm for the expansion of park and recreation areas than I have, and this applies with equal force to the city’s State officials who for years have labored to develop and coordinate the city, suburban and State park and arterial program in New York. This group, as the result of long practical experience, has developed a health contempt for the kind of water-color planning which consists of splashing green paint at a map and labeling the resulting blobs as ‘open areas,’ ‘green belts,’ ‘breathing spaces,’ etc. Actual accomplishments in New York City since 1934, and in the State and suburbs since 1924, were brought about by people who labored day and night for limited objectives in the face of great difficulties. These accomplishments were not brought about by itinerant carpetbag experts splashing at a ten-league canvas with brushes of camel’s hair. I recommend that you file the ‘Master Plan of Land Use’ and forget it.”

That finished the green-belt scheme, and nothing has been heard of it since.

Adolph Berle, Dr. Tugwell’s predecessor as chairman of the City Planning Commission, on the eve of his resignation to become Assistant Secretary of State lunched with me to talk over some details he was mopping up. As he struggled with his overcoat he left with me this farewell, which I hereby contribute to the growing collection of Berliana: “It’s all very well for you, Bob, to spend your time on local street openings, but I’m off to Washington to solve the Chinese problem.” You can’t ask a global planner to waste his time on the sidewalks of New York.

There are too many people who not only lack the ability to work with others toward realizable objectives but who do not like the community and therefore want to tear it up by the roots, toss the pieces in the air and start afresh in the open country. The man who loves his city will recognize its faults and shortcomings, but will never damn it entirely out of hand and dismiss it as a monstrosity. It takes time to plan a city, as Vachel Lindsay said in his famous poem, “On the Building of Springfield”:

Record it for the grandson of your son—

A city is not builded in a day.

Our little town cannot complete her soul

Till countless generations pass away.

The man who does not love his country and his own town can do nothing for them. It does not matter whether it be the land or place of his birth or

of his adoption—so long as he becomes part and parcel of it. Carl Schurz did as much for the United States as any native son of no matter how deep and distinguished roots. The patriotic conservative will find plenty of faults at home. He should be eager to remedy them, but he must be loyal to the institutions and to the local scene in which his lot is cast. To revolutionary planning sophisticates this will seem simple to the point of imbecility, but truths, like ballads, are always simple.

THE ARCHITECTONIC CITY IN THE AMERICAS

In this treatise on significant forms, origins and prospects of architecture and community planning in the Americas, Hugo Leipziger, of The University of Texas, has made distinct contribution toward solution of the problem that will comfort the Americas, as well as other countries, as an aftermath to the present war.

With 68 pages of text and 40 pages of excellent illustrations, he has given much study to the changing trends in past and modern architecture. There is a very definite feeling that the southern areas of the United States can well afford to take on many of their southern neighbors’ excellent characteristics in the design of houses and communities. Furthermore, the climatic condition of the southern latitudes of the United States will encourage a greater emphasis upon the desirability of adopting designs which will afford the possibilities of better circulation, ventilation, sanitation and construction of both home and commercial structures.

CLAY LANCASTER, is the author of an excellent article on two great architects of a century ago, Gideon Shyrock and John McMurtry, of Lexington, Ky., in the Art Quarterly, publication of The Detroit Institute of Arts.

The article is illustrated with photographs and drawings of Shyrock’s Old Capitol, Morrison Hall, Louisville Medical Academy Jefferson County Court House, Orlando Brown residence, Frankfort; Southern National Bank, Louisville; McMurtry’s Transylvania Medical Hall, Ingleside, Aylesford and Lyndhurst.

Young Lancaster, received his A.B. and M.A. degrees in art at the University of Kentucky, studied a half-year at the Students Art League in New York, and now is librarian at Columbia University, where he is working on his doctor’s degree.

Clay has written a second article on architecture, soon to be published, and has written and illustrated two fanciful books for children.

A BRIEF EARLY HISTORY OF THE MICHIGAN SOCIETY OF ARCHITECTS

By Harry S. Angell

(From the M.S.A. Official Handbook 1929-30)

Fourteen years ago, when jobs were as scarce as they are now and you did not dare speak to a competitor for fear he might read your mind and beat you to your best prospect, the M. S. of A. was conceived and definitely organized, May 28, 1914, under the name of the Architects Business Association of Michigan.

The following old-timers, Al Harley, Norm Atcheson, Gordon Pickell, Wash Chapman, Fred Barnes and myself met by accident, for lunch one noon at the Palestine Lodge House. During the meal, we decided that competitors could be friends and work together for the purpose of having a registration law passed. Each one present agreed to invite at least one brother architect for lunch the following week and soon a regular weekly meeting was attended by some twenty or thirty good fellows. Lawson Miller, John Stahl, Bert Williams, Ed. Schilling, Dick Mildner and Adolph Eisen were among the first to come into the fold.

The first by-laws were copied from the Illinois Architects business association, a similar organization, and F. Gordon Pickell was elected president for a term of two years. Our first convention was held in Ann Arbor late in 1914 to which all architects were invited. About fifty attended and most of them joined the association.

The second convention was held at the Statler Hotel, Detroit, in February, 1915, at which time a real campaign was started for the registration of architects in Michigan.

I believe this law was finally passed in September, 1915, and we all should give credit to F. Gordon Pickell for his persistence and untiring efforts in getting this bill through.

The third convention was held in Grand Rapids in May, 1916, at which time registration certificates were given out by Mr. Osgood. Mr. Wm. G. Malcolmson was elected president at this meeting and has been very active since then.

To the best of my recollection the next two conventions were held in Detroit in 1917 and 1918.

The sixth convention was held in Saginaw in 1919 and things were so well organized by this time that a complete record has been kept by the various secretaries and is probably available to all.

The changing of the name from "Busi-

ness" to "Society" eventually had its effect on some of the members. A few weeks ago the Bulletin asked for Gordon Pickell, the first president and I found him as owner and manager of the Hotel Gordon. He left "society" for "business," a long time ago. He should be made a life member of the M.S.A. in recognition of his services in the early days of the organization.

Wash Chapman finally went into the plumbing and heating business. Orla Varney built and is running a hotel but still maintains his office. Norm Atcheson is farming in California and word came to me recently that Dewey Halpin is now with the Edison Company. Geo. Haas tried politics, but found out he was safer in "Society." He mistrusted his brother architects until after the Saginaw convention where he played poker for business with the aid of a .32 revolver. He got the money and did not use the gun.

Mr. Wm. Malcolmson's funny stories have served to furnish a good many laughs in years gone by.

Henry Keough's intoxicating speeches before and after dinner are long to be remembered as well as Mr. Louis Kampfer's speech about working nights and Sundays, taking the tobacco out of the specifications and not getting paid for it.

The big laugh came at Battle Creek when Chris Brandt received a telegram announcing the arrival of triplets. I don't think he was married at the time.

A few members will remember the convention at the Griswold house in 1917 or 1918. After several speeches and a lengthy discussion on architectural ethics, one free-cutting member made the following resolution:

"Gentlemen, I make a motion that we all get together and hold up the price."

It was not carried.

HOWARD DWIGHT SMITH, A.I.A., of Ohio State University, spoke before the Washington, Ohio, Rotary Club on June 27. His subject was "One Man's Guess About Postwar Construction."

He stated that next to agriculture in dollar value, the building industry occupies a position of vital importance from the viewpoint of man-hours demanded to be furnished in helping the postwar employment problem.

New York—A 2 per cent levy on hotel bills of visitors to New York, and a flat 40-cent a week tax on commuters are a part of an annual \$50,000,000 tax plan proposed by Mayor F. H. LaGuardia to solve the City's subway deficit.

JAMES W. FOLLIN, managing director, Producers' Council, Inc., has urged architects and engineers to help reduce postwar building costs by adopting dimensional coordination through modular design of buildings of all kinds to be built after the war.

In a letter addressed to 10,000 designers, he stated that architects can give valuable impetus to the project by notifying manufacturers of building products that there will be a demand for materials and equipment produced with coordinated dimensions.

"Since the cost of construction after the war is expected to be at least 30 per cent higher than pre-war costs, owing to the rise in the general level of wages and commodity prices, it is imperative that the construction industry take advantage of every desirable economy as a means of counteracting the price increases," Follin said.

"By designing projects on the modular basis, in accordance with the principles of dimensional coordination, architects will save time in layout and detailing and in their supervision of the construction. In addition, the system of coordinated dimensions means better quality in construction because less is left to chance when the building products are fitted together on the job."

SYRACUSE'S POSTWAR PLANNING has reached all the way to Australia, as evidenced by a letter received by Sergei N. Grimm, executive director of the Syracuse Onondaga Postwar Planning Council.

Leslie M. Perrott, architect, member of the Postwar Planning Committee of the Melbourne Institute of Architects and the Building Industry Congress, requests copies of reports of the Syracuse council including the broadcast talks "Syracuse on Trial."

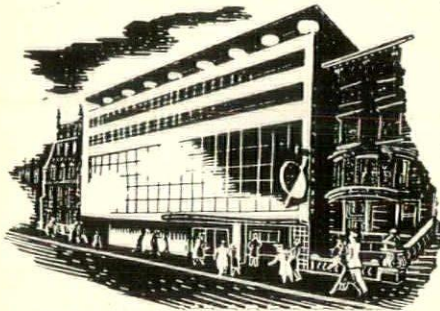
"I have been keenly interested," he wrote, "in reading reviews in the press of America regarding the work of your Postwar Planning Council and am particularly keen to keep myself posted on overseas activities."

WILSON HOWE, just released from the armored force at Fort Knox, Ky., has joined the sales staff of The Architectural Forum. He will represent The Forum in the East.

ARCHITECTURAL MODEL, of a proposed river front development, made by the office of Griffels & Vallet, L. Rossetti, associate for the Wayne County Road Commission, is on exhibition at the Marquette Building, Detroit (first floor). This is a most outstanding model, said to have cost about \$10,000.

MUSEUM OF MODERN ART EXHIBITIONS AVAILABLE

The Museum of Modern Art through its Department of Circulating Exhibitions and Educational Services offers a number of exhibitions on architecture for rental to museums, colleges, schools, clubs, libraries and so forth, varying in content and cost. Exhibitors pay rental fee to the Museum which includes all expenses with the exception of one way transportation charges from the preceding city on the itinerary, and the Museum attempts to route the exhibitions on an economical geographic circuit so that transportation costs are kept to a minimum.



Exhibitions suitable for museums, colleges or architectural organizations are:

Title, Modern Architecture for the Modern School; Rental Fee, \$40.00 for 3 weeks; Running Feet of Space Required, 200; Wt., 610 lbs.

With a view toward postwar building the exhibition presents a survey of school architecture and provides specific recommendations based on the psychological as well as the physical needs of the child which the architect must meet in designing school buildings for the future.

A slide talk (black and white) is also available on this subject, renting for \$5.00 a week.

A short film in color entitled **Design for Learning** shows how the problems were met in erecting a school in a war time community in California. Transportation charges bothways is the only charge for the film if it is taken with the exhibition. If it is booked alone it rents for \$5.00 a week.

AVAILABLE Oct. 6-27 (after Lansing, Michigan.)

Title, Brazil Builds (Large—original exhibition held at M.O.M.A.); **Rental Fee, \$75.00 for 3 weeks; Running Feet of Space Required, 300; Wt., 2645 lbs.**

AVAILABLE Aug. 17-Sept. 8 (after Colo. Springs.)

Title, Brazil Builds (Small—an edition prepared for colleges and schools) **Rental Fee, \$40.00 for 3 weeks; Running Feet of Space Required, 190; Wt., 360.**

The heritage of colonial architecture from the 16th century through the 19th

is shown in enlarged photographs and text. This section forms a background to the modern architecture of Brazil, the main body of the exhibition. Like Sweden, Brazil's official architecture is thoroughly contemporary and this forward looking government has sponsored and encouraged its most progressive architects.

AVAILABLE Aug 23-Sept 13 (after Hanover, N.H.) Dec. 6-27 (after Chapel Hill, N.C.)

Title, Built in U.S.A.; Rental Fee, \$100.00 for three weeks.

Forty-seven outstanding buildings of the period 1932-1944, selected for the Museum's 15th Anniversary exhibition, are represented by enlarged photographs, models, plans and text.

Title, A New American Architecture Emerges; Rental Fee, \$50.00 for three weeks.

Based on research for **Built in U.S.A.** and including many of the same buildings, this smaller exhibition will portray the development of modern architecture in this country with special attention given to American building tradition, the work of Frank Lloyd Wright and the International Style as influences on contemporary architecture.

Title, The Lesson of War Housing; Rental Fee, \$50.00 for 3 weeks; Running Feet of Space Required, 150.

This exhibition opens a new chapter in American housing by an evaluation of our wartime projects with a view to peace time building.

Title, Stockholm Builds; Rental Fee, \$35.00 for 3 weeks; Running Feet of Space Required, 160; Wt., 405 lbs.

A survey of pre-war building in Stockholm, the only city in the world with no slums. A positive town plan, a sound building policy, rigid control over speculative building, a high standard of craftsmanship and an excellent system of public education are responsible for Stockholm's fine contemporary design. Sweden's example provides worthwhile study material for other countries.

AVAILABLE in November, on fall and winter dates.

* * *

Among the smaller exhibitions prepared originally for schools and colleges are:

Title, What Is Modern Architecture, Part A; Rental Fee, \$10.00 for 3 weeks; Running Feet of Space Required, 56; Wt., 230; Part B, Rental Fee, \$10.00 for 3 weeks; Running Feet of Space Required, 80; Wt., 180 lbs.

Part A of this exhibition is an introduction to modern architecture, showing traditional requirements, new materials, methods of construction and architectural theory.

Part B illustrates examples of impor-

tant modern buildings in Europe and America, with photographs and plans.

A slide talk on this subject is in preparation.

Title, Planning the Modern House; Rental Fee, \$10.00 for 3 weeks; Running Feet of Space Required, 60; Wt., 247 lbs.

The exhibition teaches some of the fundamentals of contemporary building design and construction by showing how a well known architect solved his problems of design for a modern California house. Plans, photographs, samples of actual materials and model are included.

* * *

In addition to these exhibitions which may be rented the Museum has recently published several hundred copies of an exhibition on community planning entitled **Look At Your Neighborhood**. The exhibition may be rented for a three week period at \$8.00 plus one way transportation charges. By preparing duplicates it is also possible to offer copies for sale at \$45.00 plus mailing charges from New York City. With this small exhibition of twelve 30x40 inch panels the Museum attempts to answer demands of educational and civic organizations for intelligent and practical information on postwar building. Gauged to the interests of a wide public the exhibition acquaints layman and student with general considerations essential to a small or large scale planning. It underlines the importance of the neighborhood and shows in detail the fundamental requirements of park, shopping center, community center, schools etc. by means of original drawings, photographs, diagrams and non technical text.

Further information regarding the above mentioned exhibitions as well as other educational services may be obtained from the **Department of Circulating, Museum of Modern Art, New York 19, New York.**

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BULLETIN: Occasionally we are asked to name a list of architects who have done or are interested in doing certain types of work.

Right now we are interested in making up a list of Detroit Area architects who have done (1) typical ranch type residences (2) what we might term "modern" type.

It might, in my opinion, be helpful to such architects if we had such classifications available. If you agree, perhaps you will give this matter some publicity in the Architect's Bulletin, and then those who wanted to could contact us. Or perhaps you have some better method.

E. J. BRUNNER, Sec.-Mgr., Builders & Traders Exchange, Detroit, Michigan.

SAARINEN TRYING TO BUILD FOR HUMAN HAPPINESS

(From Pontiac Press, June 23, 1944)

"Life must be liveable." In those four words Eliel Saarinen, world known architect, reveals the purpose of his life work. Guided by this purpose, he has built great sections of Budapest, Helsinki, and Tallinn, Estonia, and at present is directing architects of Detroit in the rebuilding of Detroit and the metropolitan area.

"I had an itch to draw in my fingers" is Saarinen's explanation of the start of his 50 year career as an architect. He came from Finland 21 years ago, was engaged to build Cranbrook three years after his arrival and has remained 18 years to watch Cranbrook grow. Today, in white slack suits he hurries over the oak parquet floor of his studio from table to table, constructing the plans for the rebuilding of Detroit and of New Castle, Ind.

TO MEET BIRMINGHAM FOLK

Tuesday a group of Birmingham citizens will view his revolutionary plans with an eye to their application in post-war Birmingham. Saarinen's plans from the street or business center, "Straight street plans are now obsolete," he declares, exhibiting models with 50 to 70 percent less street area than present cities. "We must begin from the home and build a community neighborhood about it." Considered as of fundamental importance, schools are planned to reach without crossing arterial highway.

"We should consider the social aspect of planning," Saarinen explains as he shows how neighborhoods with their own elementary schools are integrated into a community with a senior high school and a community center. Birmingham, which figures based on the rate of growth since 1870 show, should never grow beyond a population of 60,000, has two centers of high school concentration, north and south. The present centrally located high school should be a junior college according to the Saarinen formula of city planning.

REPLANNING NEW CASTLE

At present Saarinen is replanning New Castle, Ind., a city similar in its problems to Birmingham. "How much will it cost? It is cheaper to plan than not," Saarinen smiles, pointing out the great amount of money it will cost Detroit to clear and rebuild its slums, built without a plan and now holding 400,000 where 160,000 should live. The Detroit slums must be rebuilt in 10 years but New Castle, gradually changing, is planned to emerge as a new city after

50 years. New Castle, like Birmingham, needs more playground space and it will be created by the gradual removal of houses around schools.

In rebuilding, Saarinen first considers the people and the land. Areas are mapped and encircled with rings denoting minimum, average and maximum growth. Then neighborhoods are planned with discs of various colors and significances. Last come individual neighborhoods, complete with tiny wooden houses, green sponge rubber trees, paper roads and walks, and silver painted playfields. The buildings are designed to fit their function rather than any "style" of architecture.

"All of life is functional; what does not function is useless," Saarinen declares. "People should be protected against noise and traffic; there should be an atmosphere in living. We are building for human happiness."

HAROLD SMITH HEADS I.S.A.

G. Harold Smith of Smith, Brubaker & Egan, industrial architects was elected president of the Illinois Society of Architects at its recent 47th annual meeting. He succeeds William J. Ryan, who was president for three terms. Other new officers are: Vice presidents, John E. Coyle of Joliet and R. Harold Zook; treasurer, Carl Hauber; secretary, Ralph C. Harris. Herman L. Palmer continues as financial secretary, an office he has held for many years.



Mr. Smith

Below—Fresno City Hall; Franklin & Kump & Associates, Architects.

FRESNO—1944

(From TIME Magazine, July 10, 1944)

The word city hall usually evokes visions of a dingy interior with a minimum of window space and a maximum of official smell behind a facade that may combine the styles of the Taj Mahal, the Erechtheum and Ralph Adams Cram Gothic. But when Fresno (Calif.) citizens planned their city hall they decided to break with U. S. tradition. They decided that a city hall has no need of domes, pillars, Corinthian capitals or musty interiors copied from Roman baths. Last week U. S. architects were hailing the result of Fresno's decision.

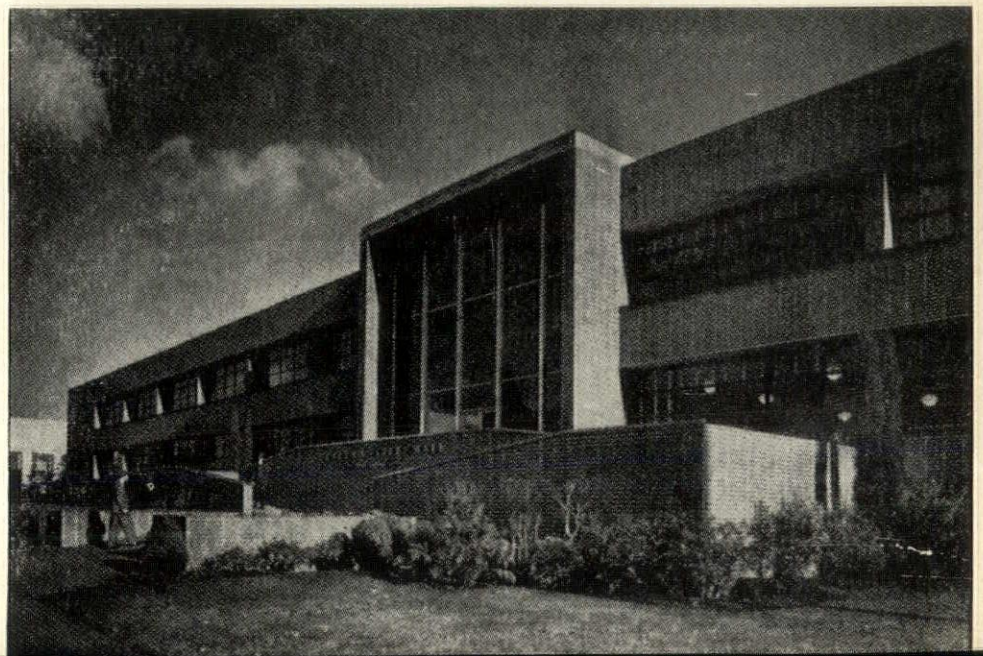
Fresno's functional city hall is handsome, economical, moderately experimental in plan and design. It is a low (two-story) flat-roofed structure, surfaced with unpainted red brick, trimmed with stainless steel and aluminum. Architects were Fresno's Franklin & Kump & Associates. Construction costs were \$290,000. To cut future maintenance bills, Architects Franklin & Kump eliminated all elevators, made use of natural light by means of oversize windows, skylights, glass panels atop interior walls. Instead of stairways, the building has wide ramps. Central feature of the building is an open two-story lobby. On the second floor of one wing is a windowless, skylighted council room, for which extra space was gained by a cantilevered projection. The Mayor's office is also on the second floor. Other unusual features:

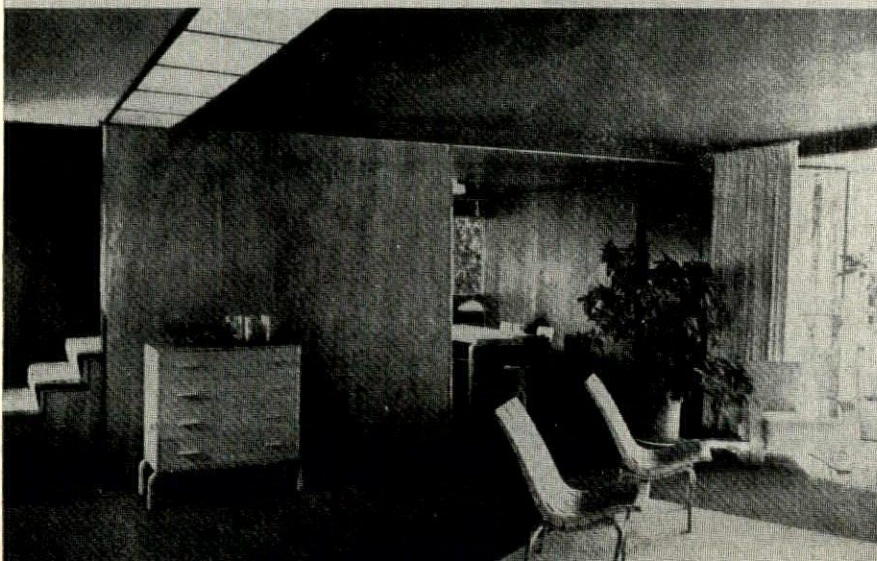
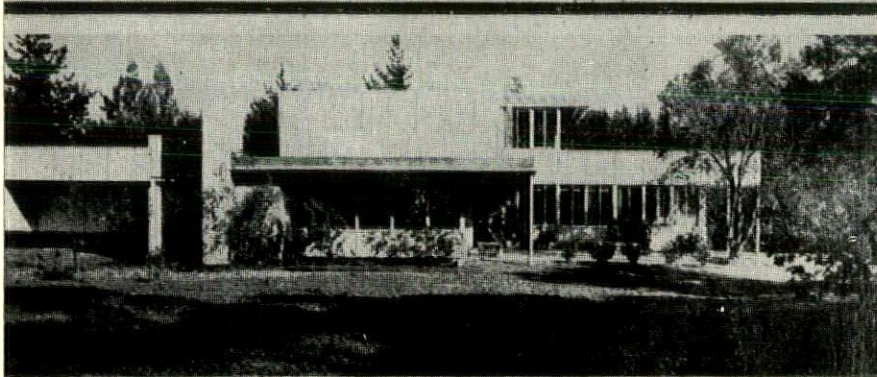
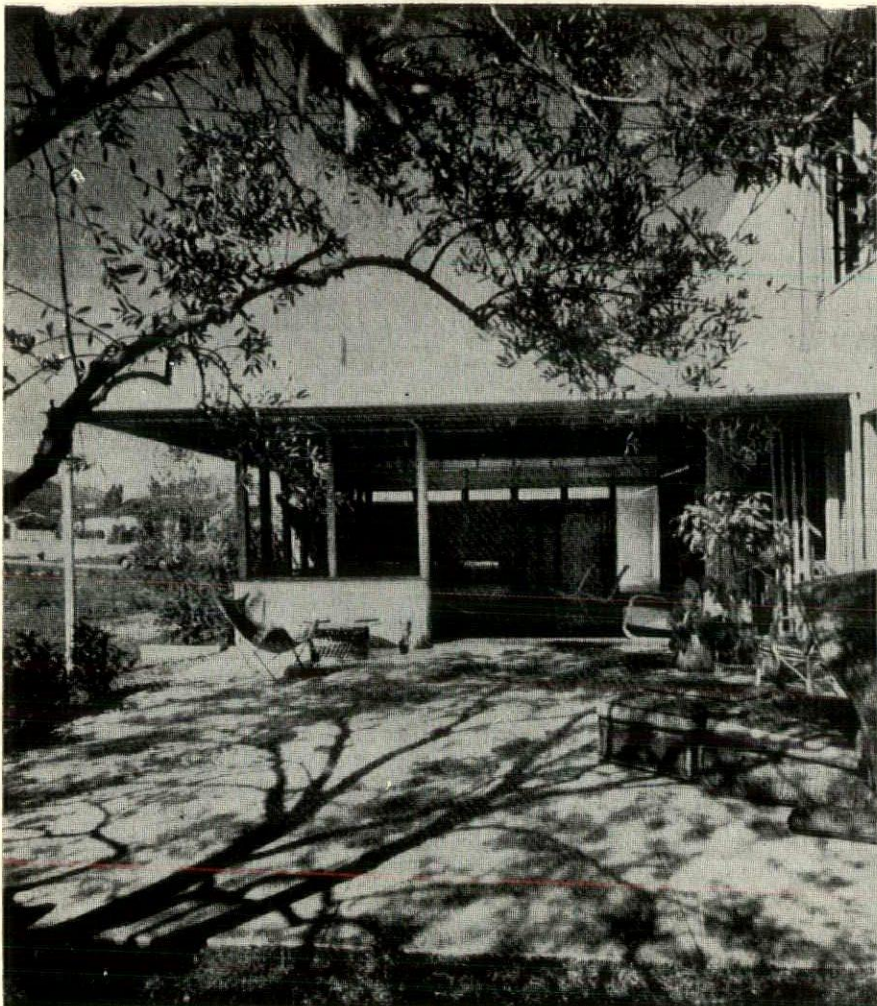
The red brick of the building's exterior surfaces is repeated on the interior lobby walls.

Instead of being laid in the usual way, the bricks are laid one above the other in parallel perpendicular rows.

Almost 50% of the building's exterior surface is glass.

Interior partitions are movable.





MODERN HOUSE

Los Angeles, Calif.

Richard J. Neutra, Architect

Mr. and Mrs. Maynard Lyndon, owners.

Mr. Lyndon, formerly of the Detroit firm of Lyndon & Smith, last year took up residence on the West Coast and transferred his membership from the Detroit Chapter to the Southern California Chapter of The Institute. Mrs. Lyndon has distinguished herself as an interior decorator.



Mr. Lyndon

This Plywood Model House is a reduced version of the project which won the second award in a General Electric competition.

Construction: Standardized unit type chassis with milled support rebated to receive standard steel sash, continuous diagonal truss bracing in exterior walls, outside covered with weatherproof glued super plywood panels. Joint covers are Aluminum Kalomein moulds with invisible fasteners. The plywood shell is applied over a caloferic insulating shell of non-combustible slabs of pressure hardened petrified wood shavings. Interior walls faces are made of Philippine Mahogany Plywood.

Originally the house was to be used as a vacation place in various localities or to be sold to a subsequent owner who wished to transport and erect it at a new site, was to be "transport proof," of elastic integral construction. Window layout was to fit several possible orientations, it was made feasible to place the house as a whole on variegated underpinnings or foundation walls to suit moderate hill slopes. The transportability of the house reduced the threat of a frozen asset, and so better finishes and more comfortable installations than usual in such a small house became justified.

There is indirect diffused illumination on interior ceiling and exterior roof soffits and there is extensive use of Lumiline Tubular lamps, extending in a continuous string from the living quarters through the entrance porch.

Continuous steel sash and a large collapsible steel and glass partition toward the patio, the balcony from the upstairs quarters makes possible a liberal connection of in and outdoors.

The house was recently purchased by Mr. and Mrs. Maynard Lyndon who are responsible for the redecoration of the interiors.

Photographs by Julius Shulman
Reprinted from (Cal.) Arts & Architecture

WEEKLY BULLETIN

OBITUARY

F. A. HENNINGER

Fred A. Henninger, 79, architect, who designed many of Omaha's business buildings and residences, died June 28 at Pasadena, Cal. He had been in failing health for 18 months.

Mr. Henninger who began in Omaha in 1895, designed the United States National bank, the Grain Exchange, the Securities and the Farm Credit buildings there.

He left Omaha four years ago following his retirement.

E. P. BISSELL

Elliston Perot Bissell, F.A.I.A., who undertook the research work in the restoration of Independence Hall, died in Philadelphia on June 5. He was seventy-one years old.

Mr. Bissell spent most of the years from 1899 to 1924 in historical research which resulted in the restoration of the former Pennsylvania State House and of Congress Hall, Independence Square.

During the World War he designed the Sun Hill project for the War Housing Administration, and helped in the restoration of Elfreth's Alley, historic Philadelphia landmark. He was chairman of a state survey of historic buildings. His wife, three sons and a daughter survive.

G. H. LEIPOLD

Gustave H. Leipold, 80, Milwaukee architect who designed important buildings there and in Minneapolis, Superior, Baltimore, Philadelphia and other cities, died at his home in Milwaukee on June 23. He retired in 1930.

Mr. Leipold was born in Germany, and studied at Leipzig university. He went to Milwaukee in 1882 and entered the office of Henry Messmer, architect, as head draftsman. In 1887 he opened his own office of Leipold & Lesser, where he remained in business until 1894, when he joined the Chicago loop district tax commission. From 1906 to 1910 he was architect and associate chief engineer for the Wisconsin Central railroad, after which he again opened his own office.

He was a member of the State Association of Wisconsin Architects.

WILLIAM MILLS

William Mills, 80, widely known San Francisco architect, died at his home there on June 24.

A native of London England, Mr. Mills went to San Francisco immediately following the fire and earthquake of 1906. He was the designer of the Fitch Building and the Alexandria Theatre there. He was a member of the Royal Institute of British Architects.

F. H. HINDLE

Franklin Reading Hindle, Providence architect of 40 years' practice who was widely known as a designer of churches and public buildings, among them St. Patrick's Catholic Church and the Roger Williams Park Museum, died June 2 in Providence, at the age of 70.

He attended the Rhode Island School of Design, graduating in 1890, and was immediately employed by the architectural firm of Martin & Hall. After a few years he became associated with Ambrose Murphy under the firm name Murphy & Hindle, Benjamin Wright afterward joining them.

A. H. COX

Allen H. Cox, A.I.A., widely known architect who designed many buildings at Mount Holyoke and Amherst Colleges and in Boston, died at his New York home on July 6. His age was 71.

Co-founder of the firm of Putname & Cox & Saltonstall in Boston and a former teacher at the Massachusetts Institute of Technology College of Architecture, Mr. Cox was born in South Hadley Falls, Mass. He was graduated from M. I. T. and studied at the Beaux Arts in Paris before returning to Boston to establish his own business in 1904.

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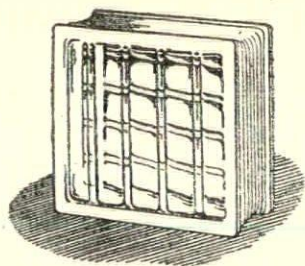
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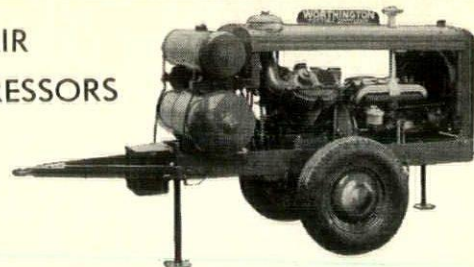
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WEEKLY BULLETIN

WEEKLY BULLETIN



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Vol 18.

DETROIT, MICHIGAN, JULY 25, 1944

No. 30

IN DEFENSE OF CITY PLANNERS

Mr. Moses' Sharp Attack on "Revolutionary Sophisticates" Brings Out a Vigorous Defense

By H. I. BROCK

From the New York Times Magazine, July 9, 1944

In an article in The New York Times Magazine of June 25 Robert Moses, New York's Commissioner of Parks, spoke his mind about what he called "revolutionary planning sophisticates" and their schemes for making over our cities. That article has stirred a number of people to speak their minds about Mr. Moses and his ideas—and his way of expressing them. They have done so in more or less indignant letters to this newspaper.

Mr. Moses in his article makes—and drives home in his customary hard-hitting style—a number of points.

In the first place, he says "we must in municipal planning decide between revolution and common sense—between the subsidized lamas in their remote mountain temples and those who must work in the market place"—or, putting it another way, between the large schemes of "itinerant carpetbag experts splashing at a ten-league canvas with brushes of camel's hair" and work done "by administrators driving persistently at limited objectives and reaching them."

In the second place, he discovers at the heart of the all-over planners' designs a drive toward revolution—including expropriation and nationalization of land—and, as a man who has both planned and got things done, he refuses to accept "a handful of thinkers and planners" (the revolutionaries in question) as the "true strategists" in the field or the consignment of the practical planners to the role of "mere tacticians."

In the third place, he takes up a group of architects who came to us from foreign parts and, while admitting their distinction as architects, questions their competence as planners for us and objects to their imposing upon

our architecture "a philosophy which doesn't belong here." He invents a label for people from over there who try to improve our domestic scene by telling us that things were better ordered—bei Uns—in the old country. He calls them "Beiunksis."

The letters attack all these conclusions. They join battle with Mr. Moses all along the front.

1—Limited Objectives

The first point, which obviously covers the broad question raised by the article as a whole, is taken up by Harold C. Buttenheim, editor of The American City. Says Mr. Buttenheim:

"In the field of municipal planning, as in religion, education and many other areas of human thought and action, there are dreamers and idealists whose visions cannot—often should not—be literally or immediately realized, but without whose inspiration the future of mankind would hold less of hope. And there are, at the other extreme, 'administrators driving persistently at limited objectives and reaching them.' But what our cities most need today, I believe, is the driver and the doer, who, while getting ready for tomorrow, is giving conscious thought—

as I believe Commissioner Moses really is, to a greater degree than his article seems to infer—to the day after tomorrow.

"This point of view was given practical application in a recent editorial discussion of post-war planning in The American City. It was there suggested that municipalities need not adopt the opportunist attitude of those who would proceed speedily with detailed plans for individual projects without much concern for their relationship to a well-considered master plan for the community as a whole. Nor need the 'perfectionist' attitude be adopted of the other group that would postpone all design of individual projects pending the completion and adoption of a master plan.

"As a more rational course than either extreme it was suggested that during the remaining months or years of the war the preparation of master plans proceed speedily and simultaneously with the design of individual projects for sites tentatively selected.

"Is not this middle road the sane route for planners and doers to travel during the critical months and years immediately ahead?"

See PLANNERS—Page 4

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NATIONAL COUNCIL OF ARCHITECTURAL REGISTRATION BOARDS TO MEET IN DETROIT, JULY 27

The National Council of Architectural Registration Boards will hold a meeting in Detroit on July 27.

Officers of the Council are: Louis J. Gill of San Diego, Cal., president; Warren D. Miller of Terre Haute, Ind., vice-president; Solis Seiferth of New Orleans, La., 1st vice-president; William G. Kaelber of Rochester, N.Y., 2nd vice-president; William L. Perkin Chariton, Iowa, secretary and Mellen C. Greeley of Jacksonville, Fla., past president.

The Board of Review consists of Clinton H. Cowgill of Blacksburg, Va., chairman; Charles Butler of New York and Gilbert C. Higby of Newark, N.J.

Attending the Detroit meeting will be Kaelber, Miller, Cowgill and Perkins; with Ralph C. Kempton of Columbus, Ohio, representing president Gill, and Watts A. Shelly of Detroit as executive secretary of Michigan's State Registration for Architects, Engineers and Surveyors. Also Detroiters attending a luncheon for the visitors will be John C. Thornton, president of the Michigan Society of Architects; William Edward Kapp, president of the Detroit Chapter of The American Institute of Architects; Talmage C. Hughes, editor of the Society's Weekly Bulletin, and Malcolm R. Stirton, chairman of its Publications Committee.

The Council, an organization made up of and controlled by the architectural registration bodies of the several states, is the quasi-official authority recognized by The American Institute of Architects and the Association of Collegiate Schools of Architecture as being qualified to establish a proper standard of examination for admission to practice the profession of architecture.

The American Institute of Architects favors an architect's registration law as a means of protecting the interests of the public and of elevating professional standards. Since the duty of the state is to protect its citizens, it becomes its duty also to see that those who claim the right to practice architecture are both trustworthy and technically equipped to render such services.

"A doctor deals with the life of his patient, while an architect may undertake to design a building where the public congregates in which case the safety of many people may be involved," a Council statement points out.

While most of the subjects of architectural examinations have to do with the strength of materials, safety measures, health and sanitation, the element of design is also considered. A college degree from an accredited institution of higher learning is generally accepted examinations, as evidence of one's general education, background and training.

"Our laws, as a rule, do not permit the enactment of measures to define the character of design," the statement con-

tinues, "because design is largely a matter of one's own personal taste. However, if no control whatever were exercised an incompetent designer would be permitted to foist on the public eyesores that would stand for generations, for all to gaze upon. Our culture, our way of life and history are wrapped up in the buildings we inhabit. They influence our lives to a very great extent."

The purpose of the National Council of Architectural Registration Boards is to serve as a clearing house among the various states, with reference to applicants for reciprocal transfer of registration, to establish professional standing of registrants and to prevent those practitioners who have dissipated their standing in their home communities from going elsewhere and imposing on the public. This standing is rated largely by the way in which an architect is regarded by his professional compeers. High regard may be evidenced by direct testimony, by election to important posts, by honors conferred or by election to membership in professional societies. Unfavorable regard may be indicated by expulsion from such societies, refusal to join them, honors denied, or by direct testimony.

"Professional contacts are necessary to well-rounded professional equipment," the statement concludes. The man who neglects or refuses to identify himself with the established societies of his profession is open to the imputation of being afraid to meet his equals on a common ground. Such men are very likely to be behind the times in knowledge of current practice. The same imputation follows if they do not follow with care the material presented by the professional press."

CLIFTON H. COWGILL, A.I.A. AND LOUIS T. SMITHEY, A.I.A. have been reappointed members of the State Board for the Examination and Certification of Architects, Professional Engineers and Land Surveyors, Commonwealth of Virginia by Governor Darden.

FRED T. DAUNIS has been named City Architect for New Orleans to succeed the late Maurice B. DePass.

KENNETH C. BLACK REAPPOINTED TO STATE PLANNING COMMISSION

Michigan's Governor Harry F. Kelly has announced the reappointment of Kenneth C. Black, A.I.A., of Lansing as a member of the State Planning Commission.

Mr. Black, a past president of the Michigan Society of Architects, had done outstanding service during his first term on the Commission which expired on June 30, 1944.

A graduate of the University of Michigan College of Architecture in 1925, he was president of both Ann Arbor Chapters of Alpha Rho Chi and Tau Sigma Delta Fraternities during that year. In the same year he won the George G. Booth Traveling Fellowship in Architecture and spent 1926 in foreign travel and study, including four months at the American Academy in Rome.

His early experience was received in the office of James Gamble Rogers, F.A.I.A., in New York City, from 1926 to 1930, following which he entered partnership with his father, Lee Black, which firm still maintains offices at 706 Capitol Savings and Loan Building, in Lansing.

Mr. Black has made distinct contributions to architectural organization in this state, both through the State Society and the chapters of The American Institute of Architects. Presently he is on the Board of Directors of both the Society and Detroit Chapter, A.I.A. He is also chairman of a Joint Unification Committee, having also representation from the Grand Rapids Chapter, A.I.A. To him, more than any other, goes the credit for unifying the profession in Michigan, resulting in over 85 per cent of registered architects as members of the Institute.

With Michigan's post war planning program assuming impressive proportions, Mr. Black's experience and capabilities will be more valuable to the state than ever before. Another architect who is a member of the State Planning Commission is Maurice E. Hammond, A.I.A., of the firm of Malcolmson, Calder and Hammond, of Detroit.

GERALD A. BERRY, A.I.A., formerly located at 5200 W. Chicago Avenue, has opened his office at Room 1212, 28 E. Jackson Boulevard, Chicago.



Mr. Black

PLANNERS (Cont'd. from p. 1)

II—Revolutionary Plans

The second point—pinning the "revolutionary" tag on certain architects and planners—is taken up by Carol Aronovici, a city planner by profession.

He deals with each of the accused separately.

"The first planner to be dissected," he says "is Eliel Saarinen. Two paragraphs are taken out of their context to prove that the author of 'The City' is a revolutionist. The bases of this accusation rest in the fact that the author of the book suggests decentralization of population with the possible necessity of 'transference of property rights.' There is no intimation of expropriation or confiscation of property.

"To prove that Mr. Saarinen could not escape revolutionary theories, the Commissioner quotes a book on Scandinavian housing. In this book, by an American, the practice of public acquisition of land and resale in the interest of tenants is expounded. If methods of land control intended to protect tenants are revolutionary, then the whole housing movement in America is revolutionary and should be suppressed.

"Next in order is a 'revolutionist' who is both a foreigner and a refugee, Prof. Walter Gropius. In an article published under the title 'The New Architecture and the Bauhaus,' Professor Gropius speaks of the 'chaotic disorganization' of our communities and says it is 'only among intelligent professional and public-spirited circles' that we can hope to arouse a determination to 'have done with the noxious anarchy of our towns.' Does the Commissioner not recognize the existence of chaotic disorganization in our cities or is it merely that he objects to intelligent, experienced students of cities expressing an opinion in a field in which he is trying to secure full control?"

Mr. Aronovici proceeds:

"The great German architect Eric Mendelsohn, another refugee, incurred the ire of the Commissioner by saying in an address delivered at the University of California: 'In the master town plan motor traffic will by-pass the city area or run as part of an independent speed network from end stations and flying fields, underground, to the focal points of industrial, business and residential quarters, thus clearing the city of all surface mechanical traffic.'

"Mr. Moses accepts this as 'a cute trick if you can do it.' The fact is that Mr. Moses has for some years been building great highways to 'by-pass the city areas.' When he takes over the tunnels as he has taken over the Planning Commission he may be able to perform this 'cute trick' himself—

in which case it will not be a revolutionary idea.

"The fact is that many of our cities are carrying out vast and costly highway projects intended to by-pass the centers and congested areas of our cities and that tunnels are the only real solution in many of the traffic-congested sections of New York if decentralization and destruction of property values are to be prevented."

British "revolutionary planners" — though they stay home in Britain—have, nevertheless, Mr. Moses says, "had great influence here." And having discovered in our imported architects a tendency to extend the scope of their planning so far that the logical outcome will be expropriation of our private land holdings, he finds in a Parliamentary report something not less alarming. It is the report of the Expert Committee on Compensation and Betterment headed by Mr. Justice Uthwatt. Here is the plain statement that "nationalization of all land" is the "logical solution," which is rejected only because it is not "immediately practicable." As to that Mr. Aronovici comments:

"I take it that even the thought of such a proposal sends cold shivers down the Park Commissioner's back. Or is there some unrevealed fear in the Commissioner's heart that we might be inclined to copy a few of the enlightened methods of land acquisition for housing which are now practiced in England in the process of slum clearance?"

Without taking up the cudgels for the whole lot, other champions come to the defense of individuals in this group. Barbara Lewis of Trenton, N. J., stands up for Mr. Saarinen and Professor Gropius. She writes:

"Mr. Moses provides us with a spectacle similar to one which we would see if the reader of a pulp magazine attacked Shakespeare and Tolstoy. The genius of Saarinen and Gropius will, fortunately, long survive this stupid Philistine outburst. Intelligent Americans will blush to think that this is the reception we accord distinguished European artists and that the grossness of Mr. Moses is the measure of our understanding of city planning."

And Ruth Cobb of Boston, Mass., comes to Professor Gropius' aid in this fashion:

"The men whom Mr. Moses has attacked are without any doubt the greatest architects of our day. They are men of concrete achievement who have done much to make architecture more efficient, more livable and more beautiful. There are many housewives and their husbands who are eagerly awaiting the opportunity to build homes of the type that Walter Gropius and Frank

Lloyd Wright have originated."

Still playing on the revolutionary string, we come to some of our native sons among the planners—Frank Lloyd Wright, Lewis Mumford, described by Mr. Moses as "lecturer on planning" and "outspoken revolutionary often quoted with approval by conservatives who obviously have no notion of the implications of his philosophy," and two public men who have figured in our local city planning picture, Rexford Guy Tugwell and Adolf Berle.

Of Mr. Tugwell, now Governor of Puerto Rico, Mr. Moses says that in his book "The Fourth Power" he advocates "establishment of a planning authority with members chosen for life, wholly independent of and somewhat above the executive, legislative and judicial functions of the Government, as the last authority in matters economical and physical." Also that in 1940, as chairman of the New York Planning Commission, Mr. Tugwell "proposed a new and revolutionary plan for land use"—a green belt plan—and "a handful of realists blew it up."

Mr. Aronovici speaks up for each of these four. He says:

"The idea of small communities advanced by Frank Lloyd Wright seems to the critic quite impractical in spite of the fact that half the urban population in the United States is still making life worth living in small towns and cities and away from the confusion of our metropolitan centers * * *

"My friend Lewis Mumford comes in for his share of alleged ridicule by the device of a quotation from his book on 'The Culture of Cities.' Taking the section which deals with the stages of urban evolution for his text, Mr. Moses resorts to a stale vulgarity as a means of demolishing a scientific interpretation based upon long years of study. It may be added that there is nothing about planning in the quotation.

"Prof. Rexford Tugwell, once chairman of the New York Planning Commission, obviously was in disagreement with Mr. Moses during his tenure of office. After a very long quotation from a publication of Dr. Tugwell's, which obviously deals with national and not town planning, the Commissioner again trots out the land question and property rights. The attack on Dr. Tugwell is followed by a suggestion that Adolf Berle, also an ex-Planning Commission chairman, was indifferent to the fate of the City of New York once he was appointed Assistant Secretary of State. Is there anything revolutionary about indifference?"

III—The Foreigners

The third point—that Mr. Moses objects to imported architects as planners simply because they are imported

—is one that got touched upon inevitably while the "revolutionary" tendency of these architects was being considered. But some of the letter writers attack on that point directly. Among them is Alfred E. Kahn, who speaks, he says, not as an architect or a city planner—since he is neither—but as a New Yorker. As such, he says, he has a "right to protest the demagoguery" of our Park Commissioner:

"Mr. Moses did not miss a single trick in his article. His very witty reply to the distinguished foreigners now residing here who dare to offer their suggestions for making America a better place in which to live is to tell them in effect: 'If you don't like it here, why don't you go back where you came from?' Evidently he considers disagreement with him proof of 'un-Americanism.'"

"It seems to me one need not be either a foreigner or a revolutionary to argue that Mr. Moses may do a little too much park and road building and too little slum clearance. And some of the 'revolutionary' land-ownership ideas, which he can discuss only in terms of name-calling, sound very reminiscent of writers like John Stuart Mill and Henry George, neither of whom was born in either Germany or Russia. Certainly these issues deserve discussion on a higher plane than Mr. Moses evidently seems capable of attaining."

That leads right up to what is said about that ugly and not-so-long word "Beiunski." This by Rose Burnfield of Woodside, L. I.:

"Mr. Moses tries to be funny in his article about the 'long-haired planners,' but if he doesn't know how to be funny he certainly knows how to be tactless. He pokes fun at noted architects, without considering that some of those people may have as much experience in this line as Mr. Moses arrogates for himself. He calls some of those 'planners' 'Beiunskis.' How witty! May I remind Mr. Moses that London, Paris, Vienna, Stockholm before the war had more than once the honor to get acquainted with some American 'planners.' Those American planners used an American equivalent for *bei Uns*, and they used it quite often. But I never read in any English, French, Austrian or Scandinavian newspaper an article by a Park Commissioner calling people of this kind 'Beiunskis.' Maybe because Park Commissioners over there are eager to understand other people's minds."

And Bernard L. Mazel adds this:

"It (the article) sounded like one of Nazi Germany's racial discussions of Kultur, filled with references to 'refugee,' 'foreigners,' that amazingly vulgar term 'Beiunskis,' and only omitting the phrase, 'Why don't they go back where they came from?'"

ALL WORLD WILL WANT BUILDING MATERIALS

American architects and builders are becoming more impressed by the prospect of a shortage of construction materials in the early postwar years. Realistic observers say they are realizing as never before the unprecedented demand that will be made on the United States for materials with which to rebuild much of the war ravaged territory, not only in Europe but in China and the Southwest Pacific.

The China-American council, for instance, has estimated that 12,000,000 new homes would be needed in 15 ravaged China provinces for urgent requirements alone. The same source believes American industry will be called on to provide 170,846 tons of nails, hardware, carpenters' tools and cement manufacturing equipment not available in postwar China.

SCHOOL PLANNING CONFERENCE AT INDIANA UNIVERSITY

Warning against expectation of any sudden revolution in building methods and materials after the war was given June 11 by Malcolm Rice, postwar building co-ordinator at Indiana University, to school administrators, school board members and architects meeting at the university for a conference on planning postwar school buildings.

Mr. Rice, an associate of the New York architectural firm of Eggers & Higgins, designers of the Jefferson Memorial, National Gallery of Art and National Archives building, described wartime construction as the building industry's "guinea pig" and in the acceptance of war-building lessons for school construction he urged the schoolmen to be "cautious but not timid."

The principal results from the war as applied to building would be in the application of old materials and methods, he asserted, adding:

"Plastics will not take the place of concrete, steel, stone and brick. The major elements that have comprised buildings in the past still will continue to serve in the future."

Participants in the conference, the first of its kind held in Indiana, were welcomed by President Herman B. Wells of the university. Prof. Harold E. Moore of the I.U. school of education reported that estimates of national agencies indicated a need for school building construction in the state aggregating \$200,000,000 for a five-year period after the war.

Other speakers at the sessions included Superintendents Virgil Stinebaugh of Indianapolis, George C. Car-

roll of Terre Haute and Deane E. Walker of Marshall county, Wilfred F. Clapp, director of school building service for the Michigan Department of Public Instruction; John W. Lewis, assistant superintendent of Baltimore city schools; Warren Miller of Terre Haute, chairman of the State Board of Registration for Architects; Joseph L. Quinn Jr. of the State Board of Health and Dr. T. C. Holy of Ohio State University.

OPPOSES SAND BLASTING CAPITOL State Society Takes Action Against Proposed Cleaning

At a meeting of the Board of Directors of the Michigan Society of Architects, held in Lansing on June 28, 1944, the following Resolution was passed, and the Secretary was instructed to send copies to each member of the State Board of Auditors:

"WHEREAS, the Board of Directors of the Michigan Society of Architects has been informed that the State Board of Auditors proposes to clean the stone surfaces of the present State Capitol by the method of sand blasting, and

WHEREAS, the sand blasting process will destroy the protective surface which seasoning has given to the stone, opening up the pores below that surface, and leaving the soft under-surface to further inroads of dirt, chemical action and rapid disintegration; and, in addition, the sharp corners, arrises, carving and mouldings will lose their present sharpness and clean-cut detail, and

WHEREAS, if this method is used, the stone will very soon become more stained, dirty and unsightly than it is now, and the process will have to be repeated with all attendant expense, and there will be a rapid acceleration of the deteriorating process, and

WHEREAS, from an historical and aesthetic viewpoint, it appears to be an unjustifiable tampering with a building which should be regarded as a heritage from the past, and

WHEREAS, the patina and coloring which has come to the building through its long life should be considered as an integral part of it, and not lightly brushed aside as a mere matter of periodic housecleaning,

THEREFORE, BE IT RESOLVED

That the Michigan Society of Architects deplores the consideration of such a method and considers it as a duty to the public to register its emphatic disapproval and objection to such procedure."

L. ROBERT BLAKESLEE
Secretary

O. W. BURKE COMPANY
General Contractors
Fisher Building
Detroit

PROUD AND USEFUL ARCHITECTURE

Dodge Truck Plant, by Albert Kahn Associates, Wins Praise in Museum Of Modern Art Show

NEW YORK, N. Y., July 13—The Dodge Half-Ton Truck plant on Mound Road, Detroit, has been selected as one of the Fifty outstanding examples of American architecture in the twelve year period of 1932-44 by the Museum of Modern Art, in New York. Views of the structure, designed by Albert Kahn Associated Architects and Engineers, Inc., are on display with the other 49 winners as part of the Museum's Fifteenth Anniversary Exhibition, "Art in Progress," on display here until October 8. The Dodge plant, now on war work, was erected in 1938 as a peacetime half-ton truck assembly and export plant. Of the Kahn designed structure, "Pencil Points," architectural magazine, says that "—the factory has advanced to become one of our most distinguished architectural categories. The plant shown here, like so many of its contemporaries, reflects design to serve the purpose well. Windowed walls and roof monitors, where much natural light is needed; organization of the units so that production steps are taken in orderly progress, forming proud and useful architecture." The Dodge plant is one of only a few industrial layouts included in the exhibit, most of the 50 citation winners being civic, cultural or residential buildings.

BEST DESIGNED BUILDINGS

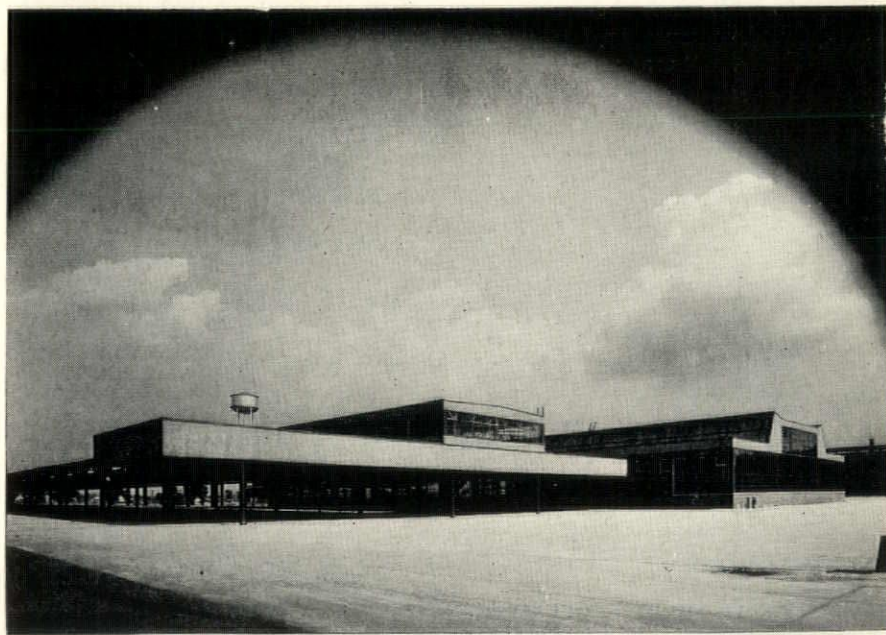
Currently the Museum of Modern Art, in New York, is presenting to the public its selection of outstanding examples of recent American architecture. Photographs of forty-seven buildings from many parts of the country are being shown in the architecture section of the Museum's big fifteenth anniversary exhibition Art in Progress, which opened May 24.

Elizabeth Mock, acting curator of the Museum's Architecture Department, directs the architecture section, called Built in U. S. A., 1932-44. Under the same title and simultaneously with the opening of the exhibition, the Museum is publishing a book of 128 pages, which will contain approximately three hundred halftones and architects' plans of the forty-seven buildings, analyses of the salient features of the design and construction of the buildings, data on the architects, and a preface by Philip L. Goodwin, chairman of the Museum's Architecture Committee. Mrs. Mock has edited the book and written the introduction.

JULY 25, 1944



Dodge Half-Ton Truck Plant, Detroit. Albert Kahn Associated Architects & Engineers, Inc.



PRE-FAB HOMES ARE SOUGHT BY BRITISH

England is looking directly to America for a half million pre-fabricated homes, to supply half of the million British homes that have been destroyed or damaged. The program would be financed by the British government, and the houses would be rented to the bombed out home owners. Unfortunately the known productive ability of all concerns engaged in manufacturing pre-fabricated houses in the United States would total not more than 50,000 homes a year. Under the surface, we may have more capacity. In any event, if Great Britain depends on the United States, it will be a long time before pre-fabricated homes may be

bought as were automobiles in the '30s.

The Royal Institute of British Architects has put its okay on the Tennessee Valley Authority type of houses ranging from \$1,500 to \$3,000 a unit.

The TVA type of home consists of rooms or sections which may be trucked to the site and put together. In the smaller units the sections are 8x24 feet. Maximum space utilization demands built-in furniture. These houses look like a large widened out flat-top trailer cabin. New designs now have two and three bedrooms, kitchen, bath, and living-dining room.

The good old American love for individuality will still remain interested in the more conventional and commodious type of housing.

LONDON LETTER

From C. Howard Crane, A.I.A.
(Detroit Chapter)

May 31, 1944

Bulletin: Thanks for your letter of March 21st, and please pardon the fact that you have not had a reply sooner. The mail these days takes a long time.

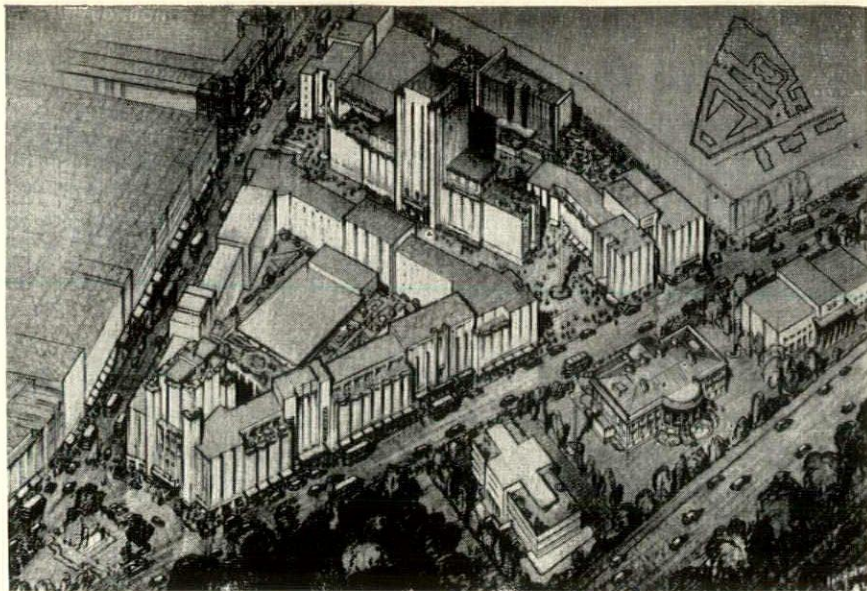
The financial matter (of dues) you mention in your letter has all been taken care of, and I believe sent on to you direct. The figures you quote regarding the size of the Chapter show a very healthy condition, and I am certainly pleased to learn that you have landed both Kiehler and Kellog in the Institute. The next thing now is to get them some job of work to do that will give them some interest and make them attend.

I had a letter from George Haas the other day from Miami. He seems to be enjoying life and doing very well.



Mr. Crane We are sitting on the edge of big doings here. The air is very tense indeed, and there seems to be more interest in betting as to when this 2nd Front is going to start than on horses. We in the Home Guard are going to be definitely holding the baby when the balloon does go up, and as some people seem to think that the Germans might start some reprisal raids by dropping parachutists here and there, we are being trained particularly hard. Every able bodied man and woman in England is actively engaged in something that has direct bearing on the war, so you can imagine how anxious everyone is to get this wretched thing over, and get down to really constructive matters again.

I am still engaged in building war factories, although there has been a great let-up along this line. The thing that is keeping us busiest of all is planning for post war schemes. There will certainly be a great deal to be done here, and from all indications I am going to have my hands full. Some of the schemes are really ambitious, and I am enclosing a small photograph of a project that I am now working on that will be known as "The Anglo-American Centre." The buildings in the right foreground represent the American Embassy (centre) a building for Canadian interest to the right, and an office building to house all of the diplomatic affairs of the South American countries to the left. These buildings would face on to Hyde Park, and back up on Knightsbridge. The street that runs from the centre of the Em-



The Anglo-American Centre, London. C. Howard Crane, A.I.A., Architect

bassy to the angular street on the left would be known as "Ambassador's Row," and would be a quality street where only the most exclusive shops would be located. The building in the rear of the tower would be a Museum of modern American art with a sunken garden as a forecourt, surrounded with different types of American restaurants. A 6,000 seating capacity Music Hall scheme would be located in the centre of the triangular court and sunken down in the ground, the street level being on the 1st mezzanine. This group would house American Clubs and contain office space for all American concerns here and British concerns that have to do with American firms; a catering building; an American medical building, and so forth, and so forth. It is proposed that the central tower should be built of stones from the 48 States, intermingled with stones from all the Dominions, and that under this tower would be an open arcade which would serve as a shrine for all freedom loving men to visit because on the walls would be emblazoned the immortal words of Churchill and Roosevelt, and appropriate statues.

There would be large garaging facilities under the entire project, and there you have in a few words a description of what at the moment is a dream, but a dream backed by very important men indeed here, and something that everyone feels should come to pass. Let's hope so.

Write me again one day, and when you do, give me more local news, as you must realize how hungry I am to get a closer picture of what some of my old friends are doing.

C. HOWARD CRANE,
54 Victoria Street,
London, S. W. I.

LOS ANGELES PLANS ITS FUTURE

Architects, called into wartime duties, are returning in ever-increasing number to their drawing boards to plan homes and other structures for the great postwar building activity in the Los Angeles region. At the same time some of them are continuing to do a certain amount of work related to war industries.

That's information from the Southern California Chapter, American Institute of Architects, and its regional planning committee studying the general plan problems of different communities in the Los Angeles area. It also is encouraging thinking now regarding preparation of plans for civic, educational and other buildings.

"This is a transition period," said Herbert J. Powell, president of the chapter, "in which there should be no delay in postwar preparation. The fact is that it frequently takes longer to plan a structure than to build it."

No startling innovations in structural designs are disclosed by the chapter, though developments applicable not only to new dwellings but also existent homes are engaging architectural attention.

Southland conditions of climate, location, scenery and gardening possibilities will continue to be a strong influence, according to Powell, in planning of homes in this and other Southern California regions.

And so, many architectural offices that were closed or seldom occupied in past months of war are taking on a new activity that of itself is one of the strongest indications of the new building surge to be started here as quickly as conditions permit after the war.

MICHIGAN SOCIETY OF ARCHITECTS COMMITTEE APPOINTMENTS—1944

Announced by John C. Thornton,
President

Membership

Donald A. Kimball, chairman...Saginaw
Talmage C. Hughes.....Detroit
Paul R. Sewell.....Detroit
Julian R. Cowin.....Detroit
George M. McConkey.....Ann Arbor
Clark E. Harris.....Lansing
Randall Wagner.....Kalamazoo
Emil Zillmer.....Grand Rapids

Professional Practice

Louis C. Kingscott, chairman
.....Kalamazoo
Leo M. Bauer.....Detroit
Andrew R. Morison.....Detroit
Frederick C. O'Dell.....Detroit
Carl Kressbach.....Jackson
Kenneth C. Black.....Lansing
Edwin E. Valentine.....Muskegon
Robert B. Frantz.....Saginaw
Relations With the Building Industry
George F. Diehl, chairman.....Detroit
Dalton R. Wells.....Detroit
Walter E. Lentz.....Detroit
Raymond C. Perkins.....Royal Oak
George B. Brigham, Jr.....Ann Arbor
St. Clair Pardee.....St. Johns
Lewis J. Sarvis.....Battle Creek
Ralph E. Seeger.....Grand Rapids
Clarence B. Merrill.....Saginaw

Civic Design

Maurice E. Hammond, chairman, Detroit
Eliel Saarinen.....Detroit
Alex L. Trout.....Detroit
Amedeo Leone.....Detroit
Jean Hebrard.....Ann Arbor
Warren S. Holmes.....Lansing
Adrian N. Langius.....Lansing
Clarence H. Rosa.....Lansing
A. B. Chanel.....Battle Creek
James K. Haveman.....Grand Rapids
Robert B. Frantz.....Saginaw

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Alvin E. Harley.....Detroit
Jos. W. Leinweber.....Detroit
Walter V. Marshall.....Ann Arbor
Ralph B. Herrick.....Lansing
Raymond Stapert.....Kalamazoo
Edwin E. Valentine.....Muskegon
Ralph L. Bauer.....Traverse City
Carl E. Macomber.....Saginaw

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Wells I. Bennett, chairman, Ann Arbor
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George L. W. Schulz.....Detroit
A. A. Weitzman.....Detroit
Clark R. Ackley.....Lansing
Glenn H. Benjamin.....Kalamazoo
Victor E. Thebaud.....Grand Rapids
Donald A. Kimball.....Saginaw

Public Information

Talmage C. Hughes, chairman...Detroit
Suren Pilafian.....Detroit

Kenneth A. Michel.....Detroit
Paul Kasurin.....Ann Arbor
A. Alan Stewart.....Lansing
Homer W. Harper.....St. Joseph
Chris. Steketee.....Grand Rapids
George J. Bachmann.....Flint

Allied Arts

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J. Robert F. Swanson.....Detroit
Ralph R. Calder.....Detroit
R. S. Gerganoff.....Ypsilanti
George R. Page.....Okemos
Wm. A. Stone.....Kalamazoo
Warren L. Rindge.....Grand Rapids
John MacKenzie.....Flint

Legislative

Kenneth C. Black, chairman...Lansing
Aloys Frank Herman.....Detroit
Leo M. Bauer.....Detroit
H. Augusta O'Dell.....Detroit
Clarence E. Day.....Detroit
Lynn W. Fry.....Ann Arbor
Adrian N. Langius.....Lansing
Louis C. Kingscott.....Kalamazoo
Harry L. Mead.....Grand Rapids
Joseph C. Goddeyne.....Saginaw
David E. Anderson.....Marquette

Michigan Architecture

Emil Lorch, chairman.....Ann Arbor
Thomas H. Hewlett.....Detroit
George D. Mason.....Detroit
Frank H. Wright.....Detroit
L. L. Woodworth.....Ann Arbor
Stanley G. Simpson.....Lansing
Randall Wagner.....Kalamazoo
James K. Haverman.....Grand Rapids
Frederick Beckbissinger.....Saginaw

Editorial Policy

Malcolm R. Stirton, chairman...Detroit
Thomas H. Hewlett.....Detroit
George F. Diehl.....Detroit
Roger Allen.....Grand Rapids

Post War Planning

Kenneth C. Welch, chairman
.....Grand Rapids
Branson V. Gamber.....Detroit
Arthur K. Hyde.....Detroit
Buford L. Pickens.....Detroit
Malcolm M. Williams.....Lansing
Arthur J. Zimmerman.....Lansing
Herman J. Pratt.....Kalamazoo
Joseph C. Goddeyne.....Saginaw
Derrick Hubert.....Menominee

Auditing

Fred Harley, chairman.....Detroit
Adolph Eisen.....Detroit
Arthur K. Hyde.....Detroit

Joint Unification Committee

Representatives

Branson V. Gamber.....Detroit
Aloys Frank Herman.....Detroit
Ralph B. Herrick.....Lansing
Randall Wagner.....Kalamazoo
Harry L. Mead.....Grand Rapids
Emil Zillmer.....Grand Rapids
Robert B. Frantz.....Saginaw
Joseph C. Goddeyne.....Saginaw

APELSCOR

Representatives

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Eberle M. Smith.....Detroit

Alternates

George M. McConkey.....Ann Arbor
Harry L. Mead.....Grand Rapids
Liasion Officer to Producer Council
George F. Diehl.....Detroit

CALIFORNIA FARMERS WOULD BUY U.S. HOUSING UNITS AT \$500 EACH

A huge state "country store," stocking one-or-two-bedroom houses, furniture for them right down to ashtrays, salvaged lumber, jeeps, trucks, tractors, and pumps is being planned as a post-war project to aid California farmers.

California farmers want to buy 23,000 family unit houses (two bedrooms) at a total average cost of \$500 apiece. An aggregate of 1,905 trailer camp units, consisting of a structure enclosing shower, washtubs and toilets are sought for accommodation of farm labor families. Additionally, 81,400,000 board feet of reclaimed lumber are wanted for construction of chicken houses, hog feed bins and similar farm structures.

The ever-popular jeep could command a market of 27,660 buyers in the Golden State, while 20,275 trucks and 17,300 tractors as well as other mechanical equipment were strongly requested.

Houses cost, including land, facilities and furniture, which is furnished in two-thirds of them, is \$4,042, but structural cost alone is only \$2,800 to \$3,200 per unit.

Moving costs for this type building were shown by Blanchard & Maher, San Francisco architects and private builders, who recently moved 80 of these temporary dwelling units from Gabbs Valley, Nev., to Tonopah, a distance of 135 miles. The buildings were wooden with a gypsum outside finish and housed four families each.

Total cost of moving, including connections for plumbing, came to about 55% of new construction, but could be brought down to 40% of new in the opinion of the movers. Increased costs in this instance came from the fact the houses had concrete floors which had to be left behind, new wooden floors were built and each unit was moved up onto a big truck trailer with pneumatic tires which permitted driving at 15 miles per hour—considerably faster than the usual housemover goes. Manpower and lumber shortages also upped the cost from what it might have been.

FROM NCARB HEADLINES

In the Offing: If you are thinking about new residential developments after the war, keep your eye on the United Mine Workers. The connection may seem far-fetched, yet the tough union headed by John L. Lewis may have a great deal to do with breaking through the barriers which have prevented the use of new methods, prefabricated units, and labor-saving techniques in building.

District 50, the "catch-all" department of the UMW, is making serious plans to get out and organize construction unions after the war. Unlike the AFL craft unions, the UMW people do not balk at using labor saving devices and techniques in building. They have no objection to prefabricated units. In fact, they actually are encouraging them. This is in complete contrast to traditional craft union attitudes. The building trades unions have opposed short-cut methods on the grounds that they throw men out of work.

The Route: One route the UMW expects to use to get into the construction field is through prefabricated houses. Union spokesmen in Washington are talking about the recent deal by which the U.S. Steel Company took over the Gunnison Prefabricated Houses Corporation. The union had strong connections with Gunnison, according to their accounts, and the steel company is organized by CIO. Consequently, if the steel company gets to marketing prefabs, the union stands ready to supply the labor to put them up.

Involved, also, of course, is union rivalry. John L. Lewis has no love for the AFL craft organizations, and would relish the chance to raid them deeply. His brother, Denny Lewis, started to organize construction workers before the war, but the stoppage of construction caused postponement of the effort. It is ready to be resumed as soon as construction can be re-established.

While emphasis is being put on prefabrication in the discussions, the real step forward would be the use of labor-saving techniques that the UMW proposes to make possible. Part of the union proposal would be that a journeyman would be allowed to do whatever work he could handle, thereby blasting through the troublesome jurisdictional lines that have plagued construction too much. All modern devices and methods would be acceptable. If the UMW is able to go through with its plans and really produce results, it may have a direct result on your future operations. Better take this real possibility into account in your plans.

GEORGE BAIN CUMMINGS, A.I.A., AND FRANCKE H. BOSWARTH, F.A.I.A., have been reappointed to membership on the Board of Examiners of Architects, New York State Board of Regents. Mr. Cummings, of Binghamton, is executive secretary of Broome County Planning Board. Mr. Boswarth is professor emeritus and former dean of Architecture at Cornell University.

BOSTON CHAPTER, A.I.A., added six distinguished names to the new edition of "Who's Who in America": Gordon Allen, H. Deland Chandler, Ralph W. Gray, Philip Richardson, Hubert G. Ripley and Richard Shaw, all Fellows of The American Institute of Architects. Mr. Ripley died in 1942.

BULLETIN—If we had "Fairweather" out here in California we would likely agree that the weather is always unusual. (Ouch!)—Frederick H. Reimers, A.I.A.

(Editor's Note: With his first name as "Clement," you couldn't miss.)

EDWIN BRUCE LA ROCHE, A.I.A., of LaRoche & Dahl, Dallas architectural firm, is chairman of a Texas Society of Architects' Competition Committee to select a Texas architect for a war memorial to honor the 36th U. S. Division, which distinguished itself in World War 1 and again in Italy recently. The design will be utilitarian, built around a museum. A cash prize of \$1,000 will go to the architect submitting the best design and prizes of \$500, \$300 and \$200 to second, third and fourth place winners.

ROBERT B. FRANTZ, A.I.A. member of the newly-formed Saginaw County Planning Commission, attended the first session held by that body recently, to consider county post-war improvements. The commission consists of John E. Stanko, chairman of the County Board of Supervisors; Frantz; County Drain Commissioner, Frost; Jack Barley of UAW-CIO Local 276; County Agricultural Agent George E. Landsburg; Albert W. Tausend, Mayor Weineke, Peter Simon, and Clarence H. Harnden, Saginaw County Fair Secretary-Manager.

WARREN KNIGHT AND DAVIS, architects of Birmingham, Ala., have received the commission for the University of Alabama Medical Center to be built in Birmingham to cover 4 city blocks. It is expected that about 25 years will be required to bring the project to completion.

ERIC MENDELSON, A.I.A., is author of a book just out, "Three Lectures on Architecture" (University of California Press, \$2.50).

20TH CENTURY FUND, 330 W. 42nd st., New York 18, N.Y., announces the publication of "American Housing: Problems and Prospects," \$3 per copy. Arthur C. Holden, F.A.I., president of the N.Y. Chapter, is one of its sponsors.

FREDERICK GOUDY, A.I.A., gold medalist, was awarded a medal of honor and citation for "a contribution to the art of type designing second to that of no other man" during the University of Missouri's 35th annual Journalism Week.

Mr. Goudy has achieved international prominence as the designer of more than 100 type faces which have been acclaimed for their strength and beauty. In recognition of his services to American graphic arts he has also previously been awarded the gold medals of The Architectural League of New York, and American Institute of Graphic Arts, as well as medals of honor from Syracuse University School of Journalism and Ulster-Irish Society of New York.

M. EDWARDS DUNLAP has been elected president of the Philadelphia Chapter of the American Institute of Architects. Other officers include: Richard W. McCaskey, and Dean George S. Koyle, vice presidents; Nelson Edwards, secretary; George Robbins, treasurer, and Thomas N. Mansell, recorder.

The directors are J. Roy Carroll, Jr., John S. Carver, Howell Lewis Shay, H. Barrett Pennell and William H. Livingston, while Mr. Dunlap, George Howe, Major Edmund R. Purves and H. Bartol Register have been elected to fellowships in the Institute.

J. DAVIDSON STEPHENS, of New York, Saarinen-trained town planner, has been employed by Shiveley, Ky., to create a plan to guide its growth.

RAYMOND J. ASHTON, president of the A.I.A., declared there is a need for each individual to assume a share of responsibility in planning a postwar world instead of depending on private corporations and public works to do more than their share, in a recent address before members of the Electrical league of Utah.

BAD BUILDING

First Prisoner—You know I don't like the architecture of this prison.

Second Prisoner—No? Why not?

First Prisoner—I don't think the walls were built to scale.

GEORGE T. HYDE, PROMINENT CANADIAN ARCHITECT, PASSES

George Taylor Hyde, B.Sc., F.R.I.B.A., one of the outstanding architects of Canada, who, in collaboration with his partner Prof. Percy E. Nobbs, designed many buildings of McGill University and elsewhere in the Dominion, died on June 24 at the Royal Edward Laurentian Hospital, Ste. Agathe, after a year's illness. He was in his 65th year.

He was educated in Montreal being a graduate of McGill University and of the Massachusetts Institute of Technology. He practiced as an architect in Pittsburgh for six years and then went to Montreal forming the firm of Nobbs & Hyde some 35 years ago.

He was a past president of the Province of Quebec Association of Architects and a Fellow of the Royal Institute of British Architects.

OBITUARY

D. B. CLARK

David Bridgeman Clark, A.I.A. young Palo Alto architect and city planner, died suddenly of a heart attack at his home in Los Angeles on June 17. He was chairman of the Palo Alto City Planning Commission, past president of its Rotary Club, director of Chamber of Commerce, leader in the Boy Scouts organization and architect for the Y.M.C.A.

GILBERT RHODE

Gilbert Rhode, New York industrial designer, died in New York on June 16, at the age of 50.

Mr. Rhode was a member of the committee of architects and designers who suggested the general plan for the 1939 New York World's Fair. He also prepared designs for the anthracite

exhibition and for the focal exhibition on community interests at the Fair. He was a consultant for the Hudson Motor Car Company for three years before the war. He also was a consultant in the plastics department of General Electric, the Farnsworth Radio and Television Corporation at Fort Wayne, Ind., and the Herman Miller Furniture Company at Zeeland, Mich. He headed his own firm at 22 East Sixtieth Street.

ROBT. E. CROWE, SR.

Robert Emmet Crowe Sr., Cincinnati architect, designer of many churches, hospitals, college buildings and public institutions in the Middle West, died at his home in Greenwich, Conn., on July 10, at the age of 63. He had resided there since his retirement seven years ago.

Born in Meadville, Pa., the son of the late John and Margaret McCabe Crowe, Mr. Crowe had offices in Cincinnati for thirty years.

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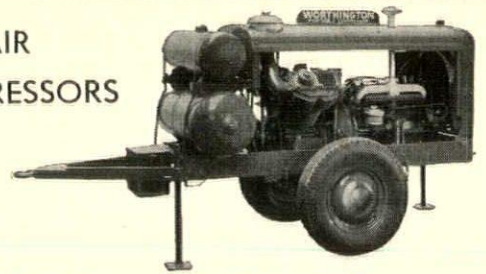
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